RE IS THE PASSENGER TRAIN HEADED? . . . . . p. 25

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THE TRANSPORTATION WEEKLY

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TTSBURGH: BLUE CHIP CONFERENCE, HIGH STAKES

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NEW YORK: $1 BILLION WORTH OF ACTION

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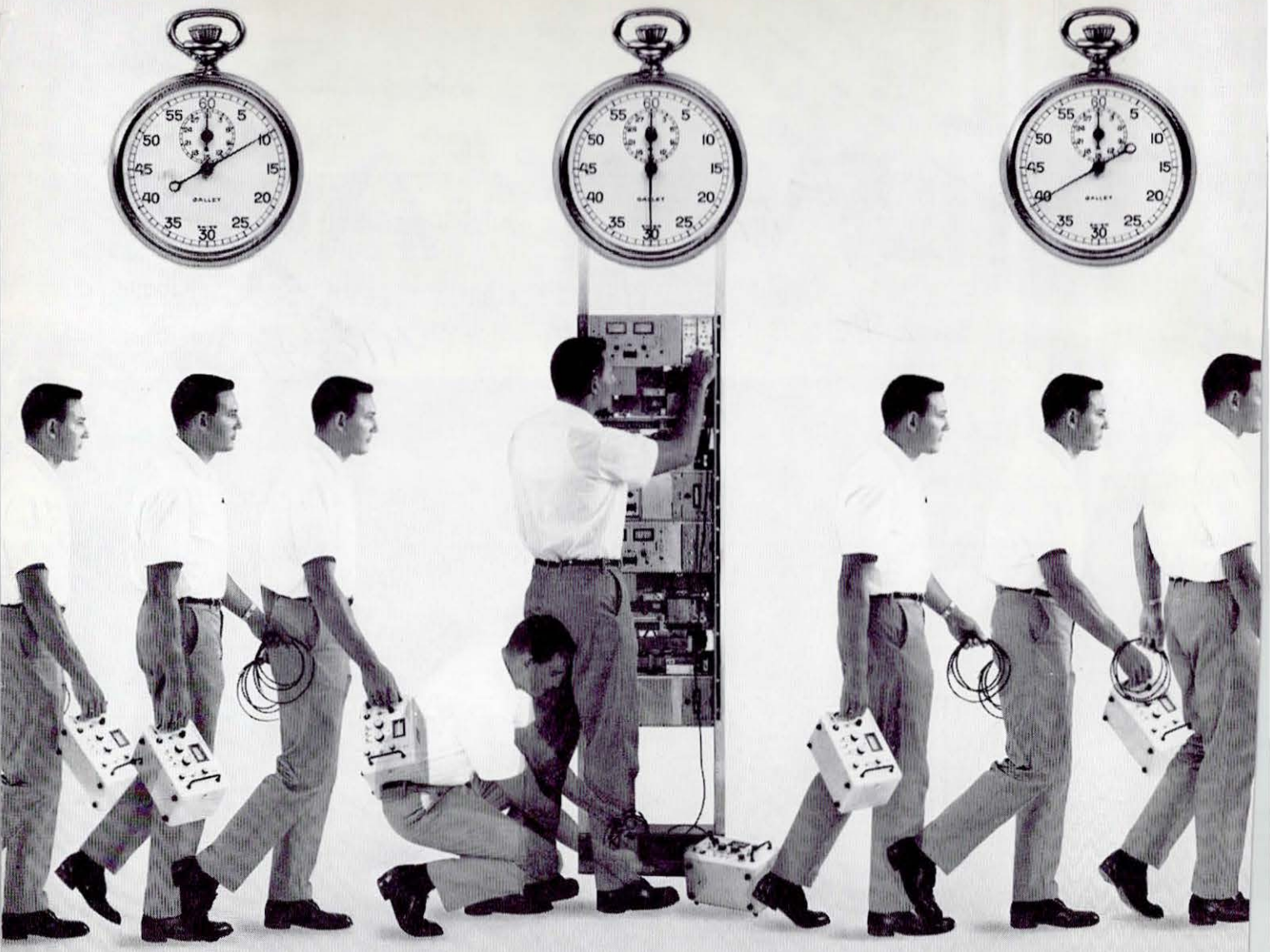

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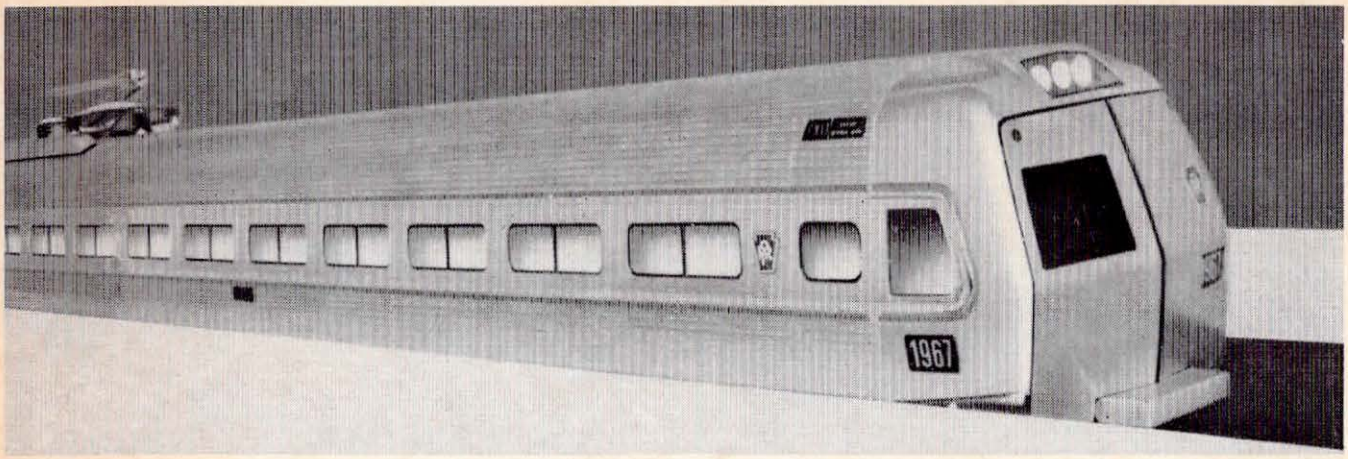

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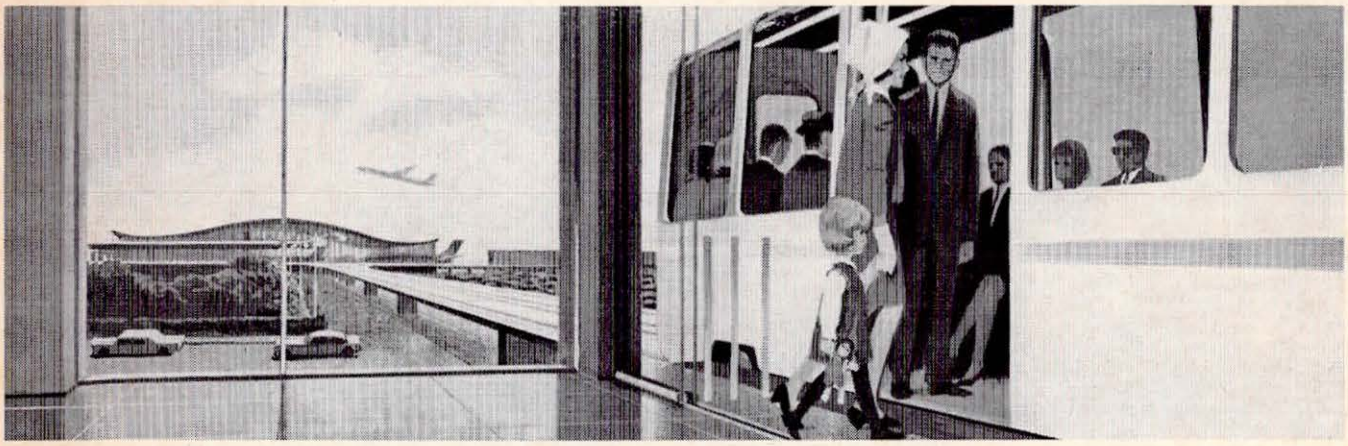

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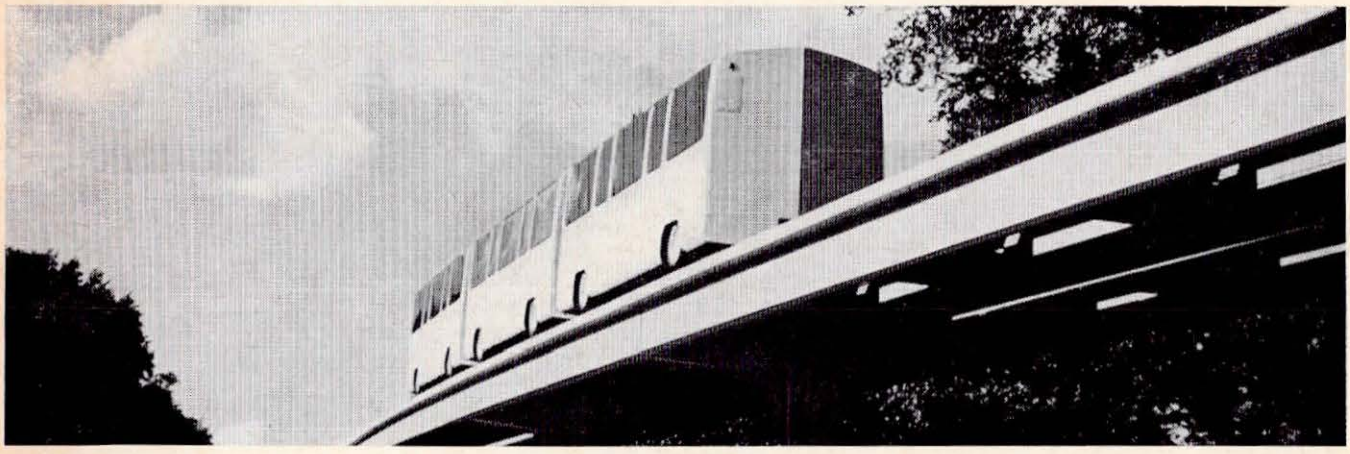

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SHORT AND SIGNIFICANT

On the labor front: Sabres and settlements?

Decision may have to come soon, in several pending management-labor disputes involving both ops and non-ops. Among the operating organizations, there's hope for one settlement and doubt about another. The Switchmen's Union of North America is polling the membership, for the second time, on acceptance of a wage-benefit offer; the Order of Railway Conductors & Brakemen was threatening a major strike for April 1 in a dispute involving both wages and health and welfare benefits. ORC&B officers charged that the carriers were planning to cut off health and welfare premium payments unless the union accepted the pattern wage settlement already accepted by organizations representing about 70% of the industry's employees. And among the non-ops, six shopcraft unions and the carriers were talking again last week, after an emeregency board report was made and the organizations found it not to their liking. Under current conditions, the shopcrafts would be free to strike April 12.

●

New transit chief for Washington

Maj. Gen. Jackson Graham was appointed general manager of the recently created Washington Metropolitan Area Transit Authority. James P. Gleason, first vice-chairman of the WMATA, made the announcement. General Graham's previous experience was as director of the U.S. Army's Corps of Engineers, where he supervised a staff of 30,000 persons and an annual budget of $1 billion. The new agency will carry on the work of building a $431 million transit system in the nation's capital, and the National Capital Transportation Agency, the interim body, will legally go out of existence this fall. It's expected however, that the WMATA will take over a large part of the interim agency's administrative and engineering staff.

●

Railroads still tinkering with rate increase plan

Industry rate and traffic experts meeting in Chicago March 28 failed to agree on how the industry should go about hiking prices. While a majority of the carriers represented agreed on the need for an increase in the 3% to 5% range to off-set the increased costs and higher wages paid by railroads this year, disagreement over specifics forced adjournment of the meeting so that individual carrier representatives could go back to see if a compromise pattern might not be worked out. One interesting note: The traditional fear of maverick roads that do not go along with such blanket increases seems diminishing. A top rate-man on one road says there is likely to be a general rate increase with or without general agreement. "We and others need the increase and I'm not too convinced we need general agreement to get it."

●

AAR group to appraise car movement plan

A four-man "ad hoc" committee of top transportation experts to study the benefits of a centralized car-movement information system has been appointed by Carl L. Byham, executive director of the AAR's Data Systems Division. Committee members are H. Lee Hennig, manager, Car Distribution Systems Department, New York Central; Victor B. Gleaves, director of special projects, Frisco; R. F. Kelly, assistant to the superintendent of transportation, Santa Fe; and J. J. Willis, superintendent of transportation, Southern Pacific. The group will determine the specific objectives of a centralized car-movement information system and set up a timetable for such a proposal. The study was authorized by the AAR's board of directors on the basis of recommendations from a special committee headed by A. E. Perlman, NYC president.

MONDAY MORNING REPORT

High court wants neater PRR-NYC merger package

The United States Supreme Court wants to see a neat package before clearing the ICC's approval of the proposed Pennsylvania-New York Central into the Pennsylvania New York Central Transportation Company. The Court's idea of a neat package is one which ties in final arrangements for inclusion of the Erie Lackawanna, Delaware & Hudson and Boston & Maine in a major eastern system. That's about what the Court said last week in its 5-to-4 decision which sent Penn-Central back to the Commission.

Disappointment, but the merger deal's still on

The court's action further delays consummation of the merger which the Commission approved last April. Disappointment was expressed by PRR and NYC spokesmen, but there was no indication that the Court's opinion would abort the merger. To take advantage of the Commission's approval order, Pennsy and Central accepted conditions requiring their merged company to assume operation of the New Haven, and to indemnify E-L,D&H and B&M against adverse effects of the merger on their revenues until their fates were determined. In an earlier decision approving merger of the Norfolk & Western and Nickel Plate, the Commission got from that system a commitment which could require it to take in E-L,D&H and B&M under terms found equitable by the Commission. Since that time, however, the N&W and Chesapeake & Ohio have filed their merger applications with provisions whereby that proposed system would form a subsidiary to acquire E-L,D&H and B&M —and Reading and Central of New Jersey, too.

Court says Commission disregarded own finding

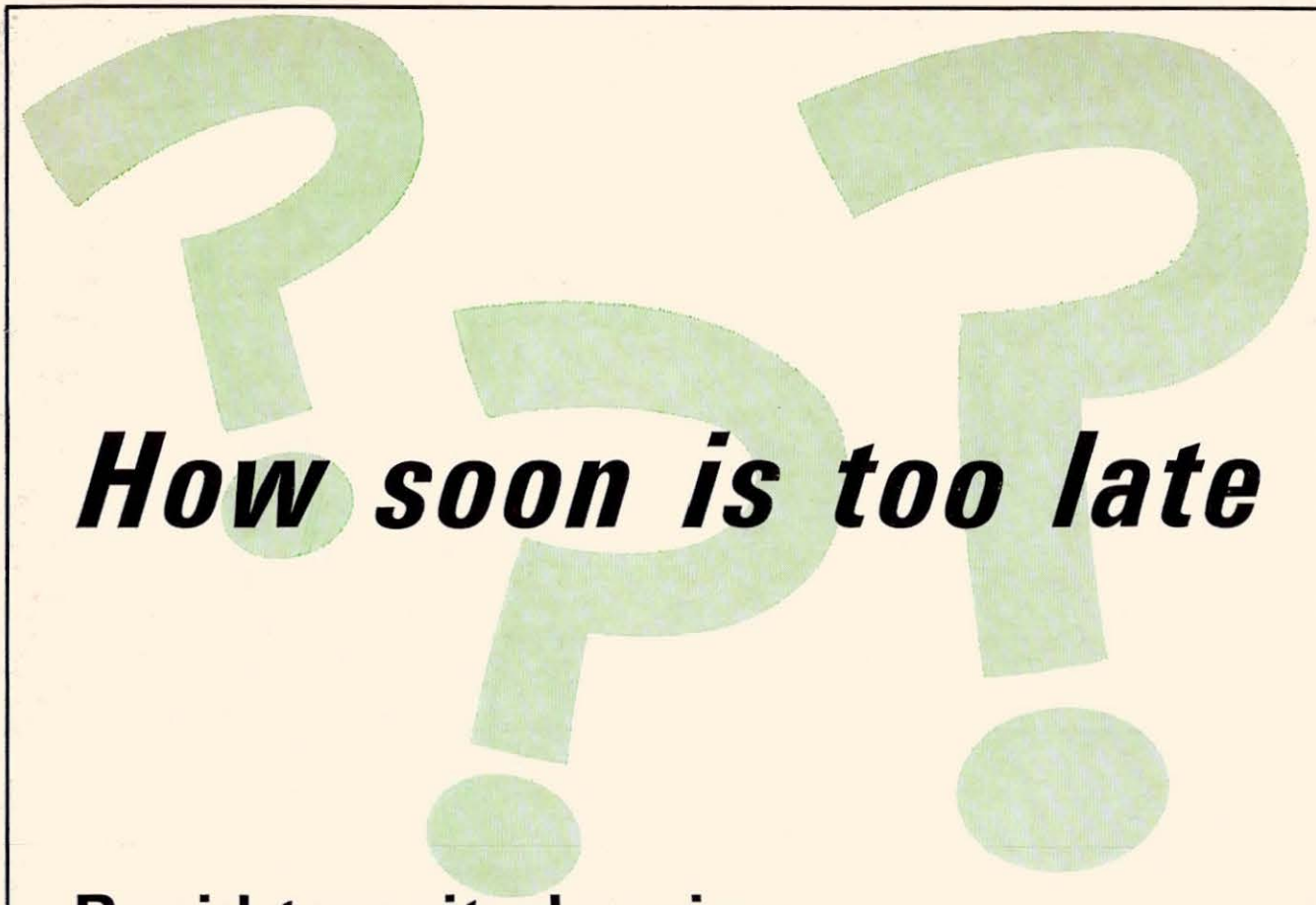
The Court's ruling came in an opinion by Justice Tom C. Clark. Justice Abe Fortas wrote the dissenting opinion to which Justices John M. Harlan, Potter Stewart and Byron R. White also subscribed. Other separate expressions came from Justices William J. Brennan, concurring, and William O. Douglas, dissenting in part. Gist of the majority opinion is that the Commission cannot permit consummation of Penn-Central with the inclusion issues unresolved, after having found that consummation would not be in the public interest unless E-L,D&H and B&M were adequately protected. The approval order "falls under the Commission's own findings," the Court said, adding: "In an effort to expedite the merger, the Commission failed to provide the very protection that it at the same time declared indispensible to the three roads."

A little more time won't hurt too much

The Court did express concern about the further delay, but said it was not a price too high to pay "to make as certain as human ingenuity can devise, a just and reasonable disposition of this matter for all of the parties." Moreover, the Court doesn't think the delay will be prolonged unduly. That expectation is based on assurances of ICC counsel that the ICC will decide the N&W inclusion cases by June 1.

Dissenters skeptical of short-delay view

Defending their position that the Commission's approval order should have been sustained, Justice Fortas and his fellow dissenters viewed this expectation with skepticism. "Too many interests," the dissent said, "have too much to gain from obstruction and delay; and the maze of administrative proceeding and judicial review is not inhospitable to ingenious counsel bent on delay. The history of ICC proceedings is a source book for dilatory tactics and a monument to the successful burial of good projects by over-elaborate procedures manipulated by experts in the art. Meanwhile, national policy continues unfulfilled; urgent national needs for improved rail service are impeded."



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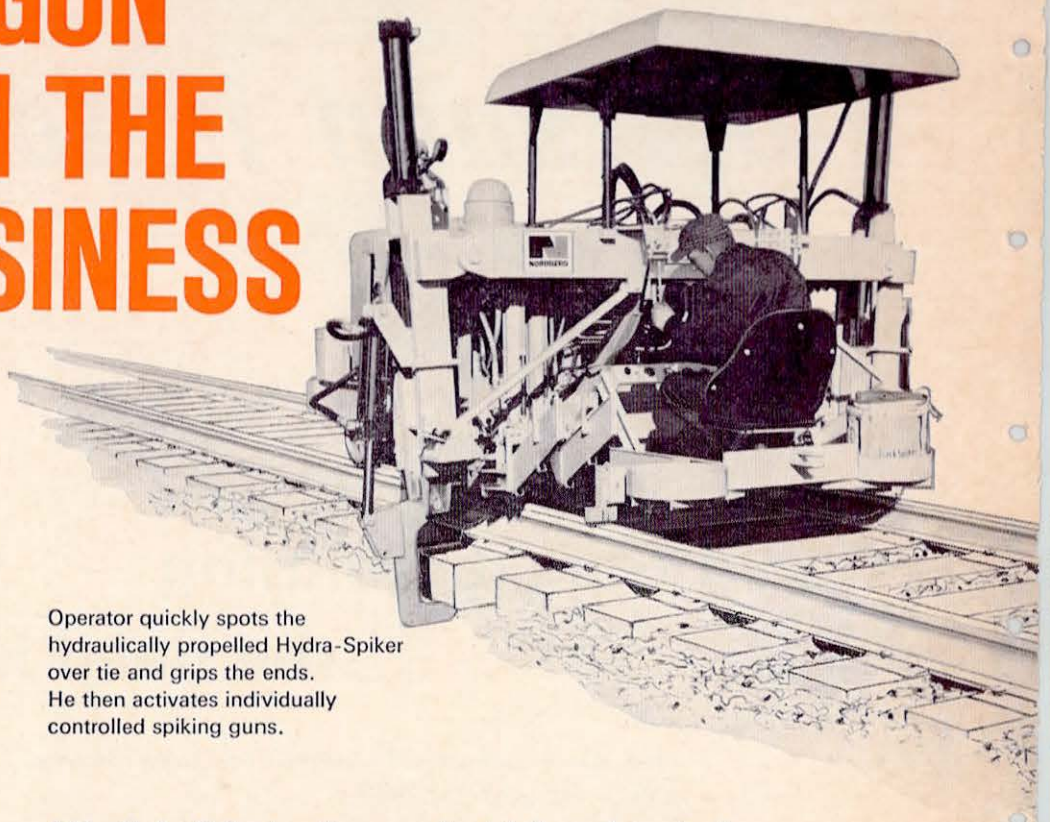

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WEEK AT A GLANCE

ICC wants new tank-car allowances, all in tariffs

Railroads have been ordered by the ICC to develop within six months a new plan for payment of allowances they make for use of tank cars furnished by shippers. The order was based on a Commission finding that sponsors of present allowances had failed to prove them just and reasonable.

The finding came in a report in I&S No. 8135 and related cases. In issue were the multiple-level rate plan established by the AAR to supplant its long-standing uniform-allowance plan, Southern's plan of increased allowances payable only on the loaded car mile basis, differing loaded-mile and empty-mile allowances of the Atlantic Coast Line and Seaboard Air Line, and other present or proposed arrangements.

Also involved was the Commission's investigation of allowances paid under the AAR Code of Per Diem Rules which are not published in tariff form. These are allowances paid on cars leased by shippers. Allowances for shipper-owned cars are published in tariffs. The failure to publish the allowances on shipper-leased cars was condemned by the Commission. Such publication, it said, "is not a matter of managerial discretion—it is a statutory commandment."

The Commission did not suggest any specific new allowance rates or arrangements, but it did give the railroads some guidelines. These indicate that it favors a multiple-level plan with the AAR's depreciated reproduction value basis for assigning cars to rate groups. It also favors payment of allowances on loaded-miles only. This would eliminate any need for continuing the so-called equalization rule, the Commission said, adding that the rule has failed to achieve its purposes of preventing circuitous routing and protecting railroads from excessive empty movements.

Examiner J. S. Kaplan's recommended report in the case proposed that the Commission consider supplanting the allowance plan with offsetting rate reductions on tank-car traffic. The Commission rejected the idea, saying any such new approach should be left to railroad management.

In doing so, it emphasized that it sees nothing inappropriate in any examiner's undertaking "to seek and suggest new avenues for coping with or solving transportation problems." The report added, however, that generally the initiative, in such substantial departures from past practices, should remain with the carriers.

Monon: Going the "freight-only" route?

With losses mounting and no trend-reversal in sight, Monon is moving to get out of the passenger business. The road now operates a train a day each way between Chicago and Louisville—and last week it filed with the ICC a proposal to discontinue the service May 8. Out-of-pocket losses on the trains, Monon says, totaled $140,000 in 1965 and climbed to more than $250,000 last year.

The continuing losses of mail revenues were cited as the main factor in the worsening position of the trains. Availability of alternative public transportation and the "convenience of the ever-growing highway network" were cited as contributing to a continuing decline in patronage. And, said Monon, "because of the mergers taking place in the industry, Monon, as well as other smaller carriers, must take positive steps to make certain that financial resources are available to continue its role in furnishing freight transportation."

GN starts high-volume unit ore train service

A new unit-train operation began last week on the Minnesota iron range, with Great Northern's movement of a 196-car, taconite-pellet train from a new Hanna Mining Co. plant at Nashwauk, Minn., to a stockpiling area adjacent to GN's ore dock at Allouez, Wis. GN plans to operate unit trains from Nashwauk on an every-other-day basis, and will start a similar service in May from another new Hanna plant at Keewatin, Minn. Taconite pellets are being moved in modified ore cars to the new $6-million stockpiling facility. From there, when the lake-shipping season opens, ore will be moved by conveyor belt to the docks for loading.

Shippers see drop in second-quarter carloadings

A decrease in carloadings—albeit a slight one—is forecast for the second quarter by the 13 Regional Shippers Advisory Boards. The shippers calculate that over the next three months approximately 6,958,103 cars will be loaded with revenue freight—a 0.6% drop from the second quarter of 1966.

The forecast, taking into account the heavier loads and a longer average haul, represents an increase of about 2.5% for all freight traffic in terms of ton miles. Seven boards predicated increases in the number of cars loaded with freight for the second quarter, while six Boards expect a decrease compared wtih the 1966 period.

Increases in carloadings are expected by New England (1.2%), Allegheny (2.3%), Ohio Valley (3.6%), Southeast (1.8%), Trans-Missouri-Kansas (0.7%), Southwest (0.9%), and Pacific Coast (2.2%).

Boards expecting a decrease include Atlantic States (1.5%), Great Lakes (4.7%), Central Western (5.9%), Mid-West (4.3%), Northwest (5.8%) and Pacific Northwest (2.3%).

Increases in loadings are expected in 20 commodity categories, decreases in 18.

Meanwhile, AAR estimates of revenue ton miles for the first 12 weeks of this year, on a cumulative basis, dipped below the total for the first 12 weeks of 1966—162.1 billion for this year, compared with 164.1 billion in 1966. This was the second week in a row that cumulative ton miles went below the year-ago total.

GUS WELTY'S LINES ON LABOR

WELTY

MAYBE A BLOCKBUSTER is what's really needed to bring the railroad brotherhoods into the merger era. Union leaders—many of them—will concede that there may be too many separate organizations scrambling around amongst 600,000-plus employees in the industry. But concession isn't father to much action. Even the proposed amalgamation of unions representing firemen, road conductors and brakemen, and switchmen has been greeted in ho-hum fashion. Some think the consolidation will never come off. Others regard it as a marriage of questionable logic, doubtful strength. Hardly anybody, on the outside, seems to view this BLF&E+ORC&B+SUNA thing as greatly significant in and of itself. The popular theory—which may or may not be close to accurate—is that the Firemen have been in deep trouble, and that the Conductors and the Switchmen have a decided handicap in their small size. So, the theory goes, what does it matter?

WHAT KIND OF BLOCKBUSTER might come along to start the orderly movement to the exits of splinter unionism and across the way to the door marked "industrial organization"? Well, for the sake of argument, how about a merger that crosses that hallowed line of demarcation between ops and non-ops?

LOTS OF LOGICAL mergers can be figured out among the two-dozen-or-so unions now in the rail-labor field. BRT+ORC&B+SUNA figures. So does BLE+BLF&E. Or, you could put all five operating organizations together, and it would make sense. Among the non-ops, a good case might be made for combining the Clerks organization with a goodly number of smaller unions—such as, perhaps, the Transportation-Communication Employees, the Dispatchers, the Yardmasters. Maybe the Signalmen would fit with the Maintenance of Way Employees. Maybe there should be one union of shopcraft people, instead of six. If you go far enough, you might even find a place for seagoing railroad employees.

MOST OF THE OLD REASONS for staying single don't really apply anymore to rail unions. For economic reasons and, in the long run, for bargaining reasons, merger has to come. The real questions are concerned with the how, and the how-soon. There's a suspicion, for instance, that union members, maybe fairly soon, will start asking questions about the need for full-fledged grand-lodge organizations overseeing the welfare of 10,000- or 20,000- or even 40,000-member unions. If and when that time comes, answers had better be ready—and the old ones may not suffice.

MEANTIME, HOW ABOUT A BLOCKBUSTER? How about an op and a non-op going steady? How about some thinking in that direction among rail labor leaders whose thoughts are aimed toward the long-range, over-all good of the organizations they represent, and of all rail labor?

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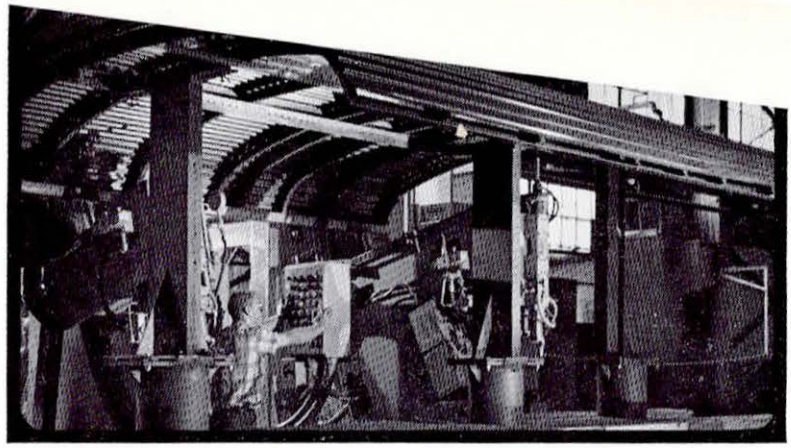

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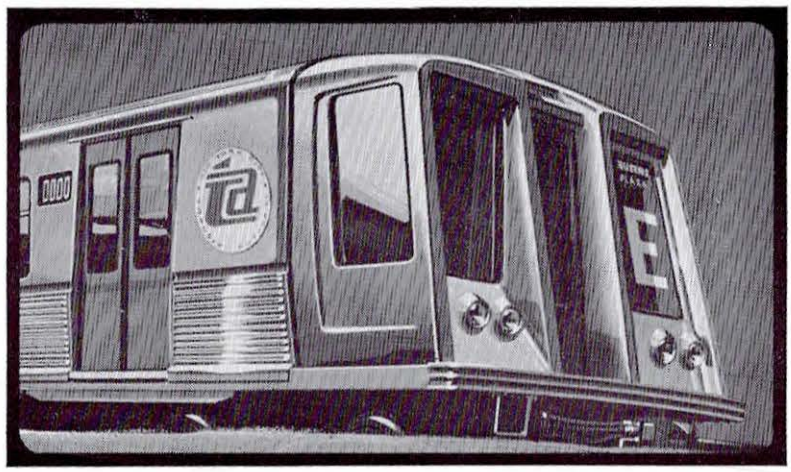

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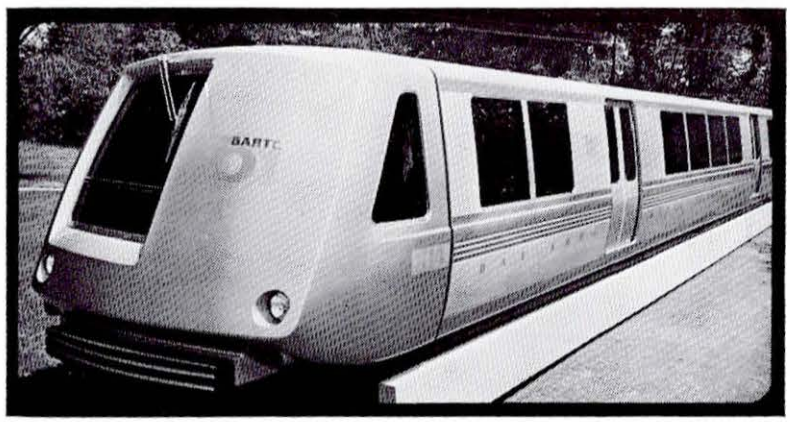

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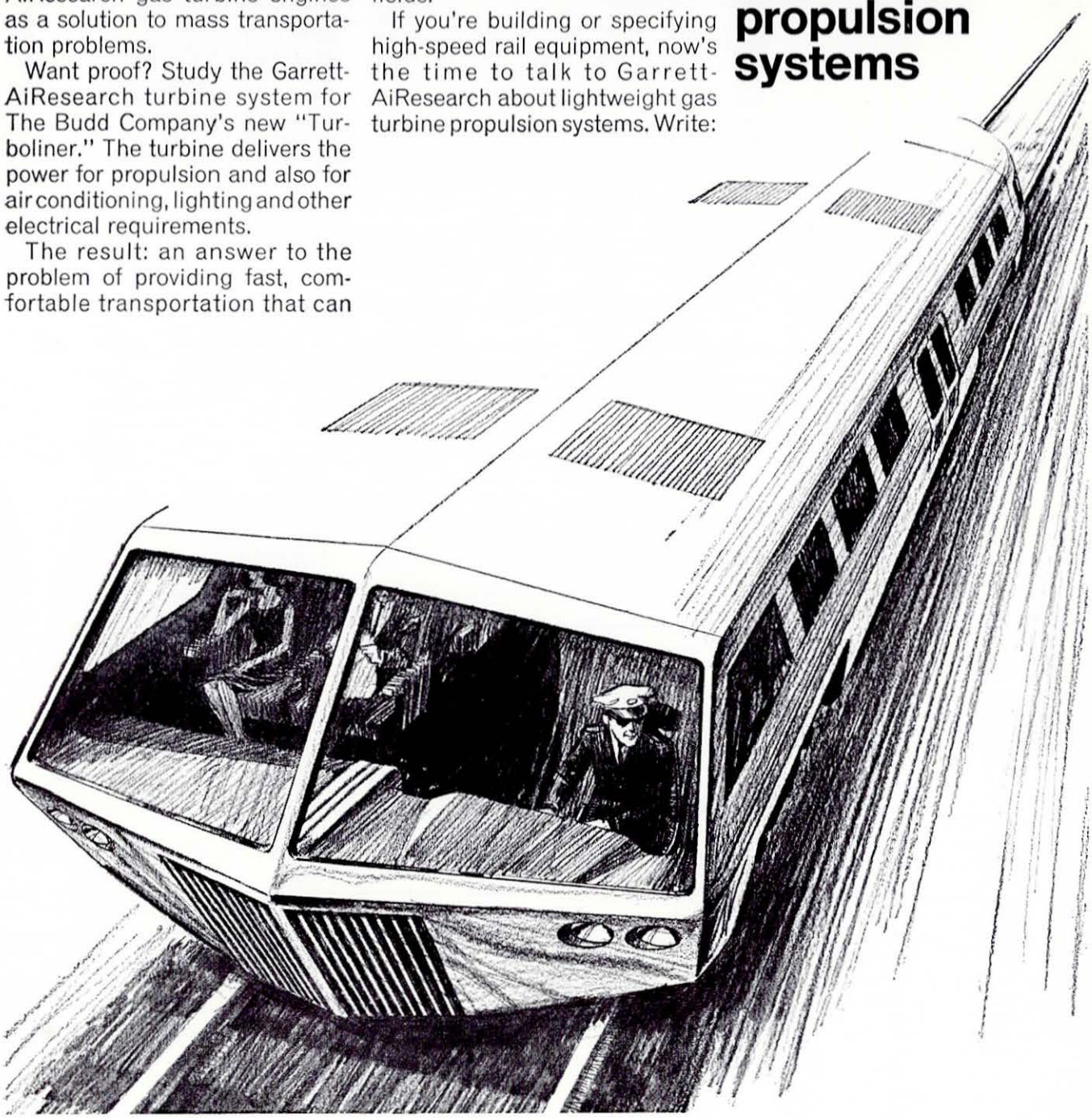

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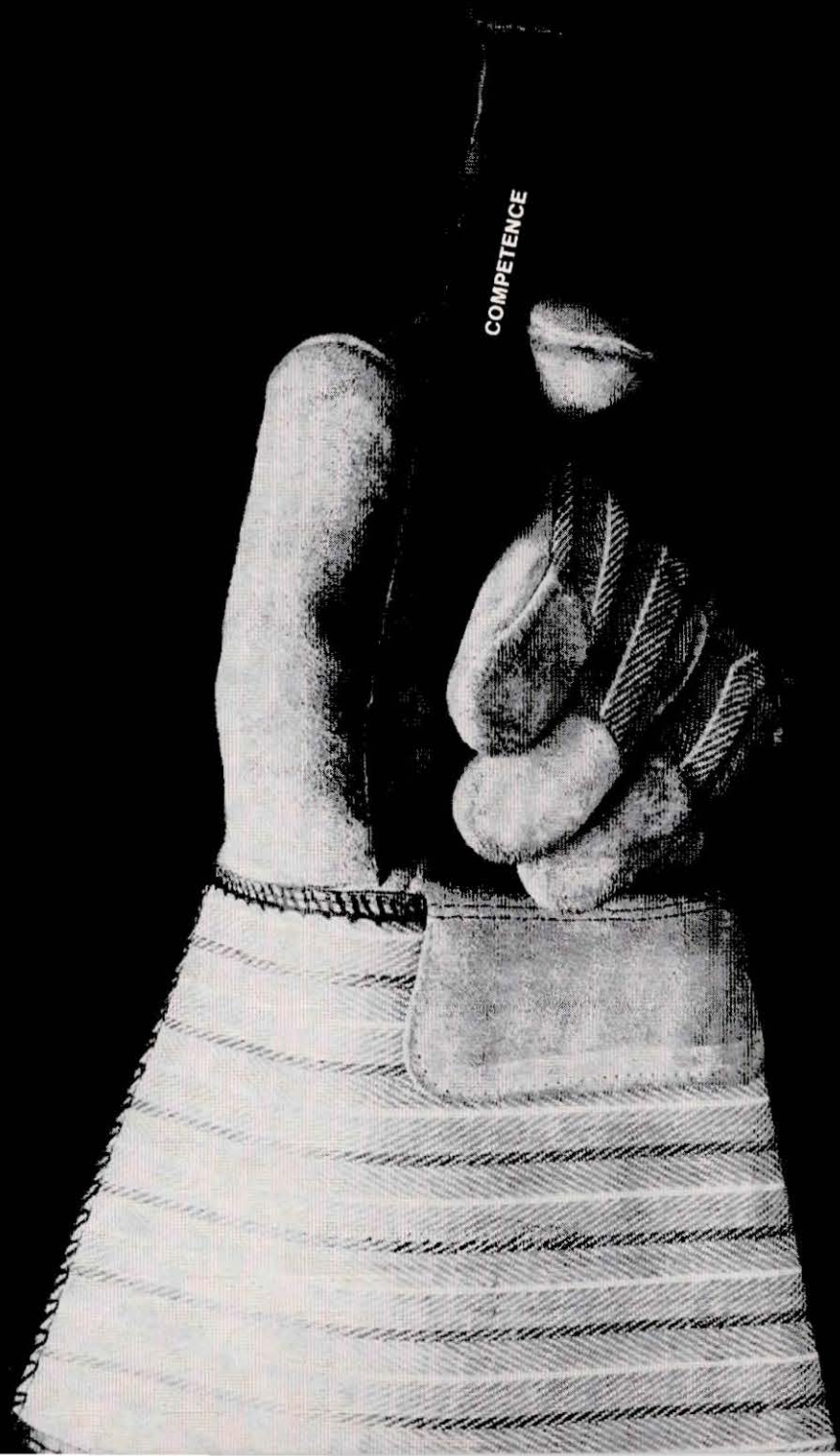

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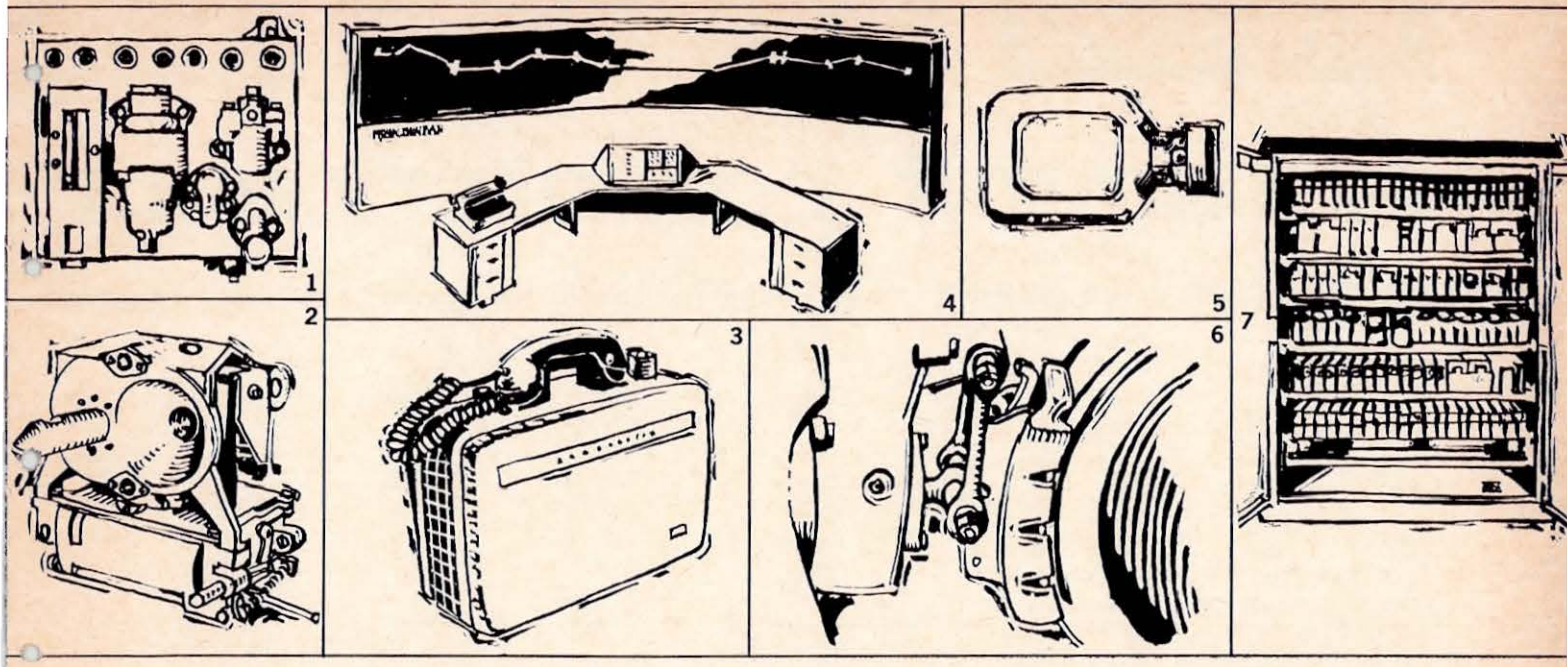

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3. Trainphone, a two-way communications package, provides continuous vocal contact between train attendants and control center.
4. DRPA's Master Control panel enables the supervisor to take in the entire system's operation at a glance.
5. WABCO's Identra® equipment automatically identifies each train at wayside locations to insure correct routing to its destination.
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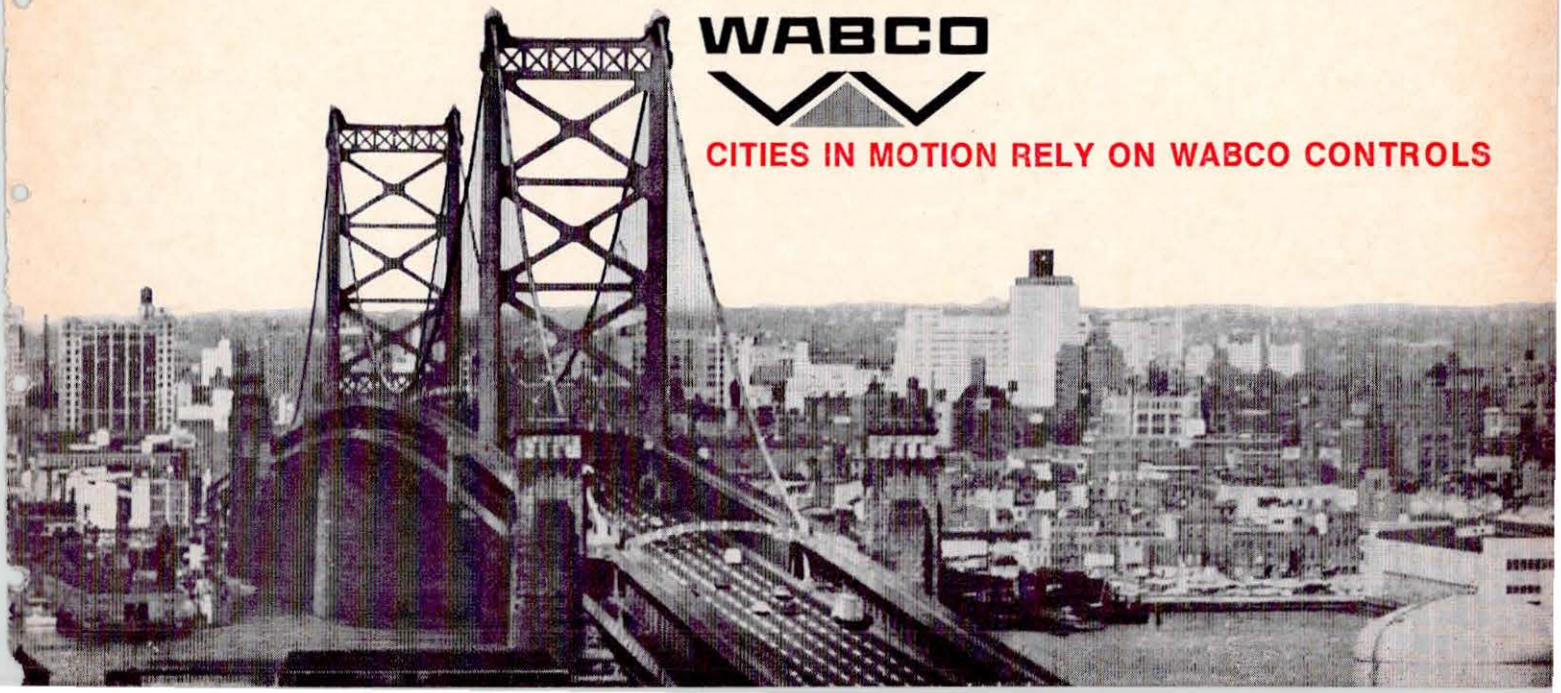
7. Wayside Transmitters send coded AC impulses along insulated steel rails. These impulses are picked up by train-carried equipment which decodes them and converts them into input commands.

For details on WABCO's combined massportation capabilities, write Mass Transit Center, Westinghouse Air Brake Co., Pittsburgh, Pa. 15218

WABCO

CITIES IN MOTION RELY ON WABCO CONTROLS



PITTSBURGH

A summit conference on

The "Blue Chip" transit conference in Pittsburgh will try to roll out some solutions to growing

By JOE ASHER

Like the weather, urban congestion is something that gets a lot more talked about than dealt with. What in fact is being done about it? The best place to find out is in Pittsburgh, April 17-19, at the Second International Conference on Urban Transportation.

The Conference is being sponsored by the Pittsburgh Council for Urban Transportation, an arm of the Chamber of Commerce of Greater Pittsburgh, and the over-all theme of the meeting is "Cities in Motion—The Urban Rush: Focus on Solutions."

Attendance at last year's conference far exceeded predictions — 1,300 showed up, although just 1,000 were expected—and it looks like it will be as good or better this year, with indications that planners and transit operators, public officials and traffic experts from all over the country, as well as a dozen foreign countries, will attend.

To help promote the meeting, Conference planners have even taken to the air: Over a two-week period in March, a four-engine transport belonging to Aluminum Company of America and full of conference boosters made stops at big metropolitan centers all over the country, urging civic officials to attend the April meeting. Pittsburgh's Mayor Joseph M. Barr was aboard for some of the flights.

● **VIP's lined up.** Meanwhile, other conference sponsors were down in Washington and in state capitals, inviting top elected officials to join in. Judging by the response—definite acceptances to invitations from three governors, a U.S. Senator and two cabinet members, and tentative acceptances from President Johnson and two more governors—the turnout will not only be big; it will be distinguished by the presence of topdrawer decision-makers, and a sure headline-grabber.

Who are the men setting all this in motion? A conference committee and a program committee represent a cross-section of U.S. industry, along with top names in labor, the academic world, and a number of municipal and state leaders.

Why is Pittsburgh taking the lead, and what is so special about this meeting in particular? Two men have plenty to say on those subjects—Leland Hazard, chairman of the rapid transit committee of the Port Authority of Allegheny County, who is conference chairman; and Frederick J. Close, board chairman of Aluminum Company of America, and program chairman for the meeting.

● **First, face the problem.** According to Alcoa's Close, the fact has to be faced that there is a crisis in urban transportation today: "If this isn't a crisis," he says, "there isn't a crisis of any sort in this country."

"All you have to do is look at any major city, then try getting around in it. It can be a terrible thing, and not necessarily just at the rush hour, either.

"I don't think anybody can deny that the situation is serious. Remember the World's Fair of 1939? One exhibition that astonished people was the one showing models of automobiles, thousands of them, moving along cloverleaves through our great cities.

"It's not so astonishing any more—and Alan Boyd, Secretary of Transportation, was warning only recently that Americans may be in danger of losing one of their cherished liberties, if it turns out we have to curb the number of automobile licenses given out.

"The people of today—young people especially—want mobility, and they'll come to blame us one day, if we don't do more to try and solve the problem. This, then, is the crisis, and we've got to find some way out of it."

● **No crusade against autos.** Few, if any, of the conference sponsors are contemplating an attack on the automobile as such; the idea is rather to find some way of integrating all modes in a better transportation "mix".

Says Hazard: "I don't think we need to build a case for rapid transit on castigation of the automobile. After all, it is here to stay, and automobile registration is up in cities that have made a start toward rapid transit."

How does this year's conference program differ from that of last year? In Hazard's view—"Last year, the conference was on the problem, this year it's on the solutions."

● **Pittsburgh's stake.** The interest of Pittsburgh leaders in these subjects won't come as a surprise to anyone. Close explains:

"You've got to understand that we have a peculiar corporate situation here—Pittsburgh is second only to New York in the number of corporation headquarters located in one city. Just go down the line—Consolidation Coal, Gulf Oil, Koppers, H. K. Porter, Pittsburgh Plate Glass, Rockwell-Standard, U.S. Steel, Westinghouse Electric, Westinghouse Air Brake, Alcoa, and so on. Practically all the major items that go into an urban transportation system — the nuts and bolts—are made here.

"Also, there is Pittsburgh's central location. Within a radius of 600 miles, you have every major city between Boston and New York on the east, Chicago and Milwaukee on the west, and Atlanta and Memphis on the south.

"Finally, we have several great universities here. Carnegie Institute of Technology in particular is studying the urban transportation problem, and the chances are its program will be expanded. The hope is that Pittsburgh will come to be the fountainhead of knowledge for anybody interested in building or improving a transit system in his community."

A transit capital

According to Hazard, "Although there are more corporation headquarters in New York, I think Pittsburgh is second to none with respect to industries involved in transit planning, and solutions to transit problems. Pittsburgh has the resources in scientific, engineering, manufacturing facilities and experience."

● **Practice what you preach.** That's the reason why urban transport, of all urban problems, was singled out for the spotlight. As Hazard puts it, "We picked transit because that is our responsibility. We think we are pretty advanced here in that we have gotten our technical committee into the area planning body of the Port Authority of Allegheny County, where all planning agencies of the city, county and

transit

problems of urban immobility.

southwest region are involved.

"For example, for the first time, as far as we know, transit is taken into account in planning future locations of our high schools. So you can't touch a pervasive problem like transit without touching other aspects."

Close puts it another way: "We could have chosen to discuss all the problems of the urban complex—schools, hospitals, water, minority groups, and so forth. But many of these problems are the problem of how you get people around."

● **Alert the public.** One of the big purposes of the Pittsburgh Conference is to heighten public awareness of the urgency of the problem. Right now, Close observes, "I don't know how they do it in a place like New York; when it drizzles, it may take two hours to get from the East Side of Manhattan to Newark Airport."

"But," he goes on, "look at the aerospace program and how far we've come in just five years. We could do the same in mass transit."

Hazard sees an encouraging sign in the way political leaders are waking up to transit needs. 'They're just becoming aware now," he thinks, "but in the case of the Bay Area Rapid Transit system, it was the political leadership that said in effect, 'We've got to spend the extra money because we need rapid transit.' "

Another place where there is more of a push is in research. Hazard says, "We have the feeling that very little research on rapid transit has been done. And I think this realization is bringing on research which will produce a yield in mounting proportions, from the point of view of the needs of modern communities."

Close qualifies that view slightly: In many cases, the hardware has been around for years as a result of research, just waiting to be used."

But the drive to improve urban mobility needs the benefit of experience drawn from all parts of the world, not just the U.S. Close points out: "Not only do we have top American transit officials participating in the Conference, but many from overseas—including the heads of the Metro systems of Paris, Berlin, and maybe Moscow, also Mayor Drapeau of Montreal. We can gain something from a comparison of problems and exchange of viewpoints."

CONFERENCE CHAIRMAN will be Port Authority's Leland Hazard.

PROGRAM CHAIRMAN will be Alcoa's Frederick J. Close.

Is everything about to be solved overnight? Nobody in Pittsburgh pretends that, not least in view of often tricky financing problems. According to Alcoa's top officer, "the money to build has to come from somewhere, and it may mean calling on state, federal and local sources."

But whatever the financing method, there is no doubt in Hazard's mind of the fundamental economic soundness of mass transit. He says, "Eventually, the money will come from appreciation in real estate values. This was proved in Toronto, where their first subway was built over ten years ago, and property values all along the route have increased substantially."

Is the Pittsburgh meeting a promotional ploy for any particular type of hardware? No, say the conference sponsors; they want to cast over as many alternative solutions as are practicable to work up some battle plans for an attack on the problems. ■

Who's backing the Conference

Members of the Pittsburgh meeting's Conference Committee are:

Richard K. Mellon, president, T. Mellon & Sons—honorary chairman; Leland Hazard, Chairman, Rapid Transit Committee, Port Authority of Allegheny County—conference chairman; Frederick J. Close, chairman, Aluminum Company of America, program chairman; I. W. Abel, international president, United Steelworkers of America; Frank E. Agnew, Jr., chairman, Pittsburgh National Bank; Hon. Joseph M. Barr, Mayor of Pittsburgh; Charles M. Beeghly, chairman, Jones & Laughlin Steel Corp.; E. D. Brockett, chairman, Gulf Oil Corp.

Donald C. Burnham, president, Westinghouse Electric Corp.; Robert Dickey III, president, Dravo Corp.; Lewis L. Doughton, chairman, Greater Pittsburgh Chamber of Commerce; Thomas M. Evans, chairman, H. K. Porter Co.

Also, Philip A. Fleger, chairman, Duquesne Light Co.; Fred C. Foy, chairman, Koppers Co.; Edward J. Hanley, chairman, Allegheny Ludlum Steel Corp.; John D. Harper, president, Aluminum Company of America; David G. Hill, chairman, PPG Industries; Judge Loran Lewis, chairman, Port Authority of Allegheny County; John A. Mayer, chairman, Mellon National Bank; Dr. Wm. D. McClelland, chairman, Allegheny County Commissioners.

A. King McCord, chairman, Westinghouse Air Brake Co.; Allison R. Maxwell, Jr., president, Pittsburgh Steel Co.; R. H. Ryan, president, Regional Industrial Development Corp.; Willard F. Rockwell, Jr., president, Rockwell-Standard Corp.; Gov. Raymond P. Shafer of Pennsylvania; W. Cordes Snyder, chairman, Blaw-Knox Co.; Dr. H. Guyford Stever, president, Carnegie Institute of Technology; Dr. J. C. Warner, president-emeritus, Carnegie Institute of Technology; Dr. J. C. Warner, president-president, United States Steel Corp.

THE PROGRAM AT PITTSBURGH ►

THREE-DAY PROGRAM WILL FEATURE PANELS, ADDRESSES

—Monday, April 17, morning session: General introductions by Messrs. Hazard and Close; welcome to Pittsburgh by Hon. Joseph M. Barr, Mayor of Pittsburgh; program introductions by Mr. Close and B. S. Chapple, program co-chairman and administrative vice president, U.S. Steel Corp. The keynote address will be delivered by Dr. Frederick Seitz, president, National Academy of Science.

An international panel on urban transportation systems will be moderated by Leo Cusick, Director of Urban Transportation Administration, Department of Housing and Urban Development, and participants will be B. R. Stokes, general manager, Bay Area Rapid Transit District; Pierre Weil, Director General, Paris RATP; Walter Struwe, Technical Director, Berlin BVG surface system; and Alexandre Novachatsky, Director, Moscow Metro (tentative).

—Luncheon address: Gov. Raymond P. Shafer of Pennsylvania.

—Afternoon session: Dr. Thomas E. Stelson, head of civil engineering department, Carnegie Institute of Technology, and panel of governors including Gov. Shafer, Gov. Nelson Rockefeller of New York, Gov. Richard Hughes of New Jersey, Gov. John B. Connally of Texas (tentative), and Gov. Ronald Reagan of California (tentative).

—Evening address: Senator Abraham Ribicoff (D.—Conn.).

—Tuesday, April 18 morning session: "Around the Corner Technology," with Dr. James P. Romualdi, director of transportation research institute and professor of civil engineering, Carnegie Institute of Technology; a panel on "Transportation—Social Critics," moderated by Carl Sundberg, president, Sundberg-Ferar, with participants I. W. Abel, president, United Steelworkers Union; Dr. J. E. Burchard (tentative), dean emeritus of the School of Humanities, Massachusetts Institute of Technology, David Learner, vice president, BBD&O.

—Afternoon session: Address by Alan S. Boyd, Secretary of Transportation, (tentative); panel on "Improving Transit System Skills" moderated by Frederick J. Close, board chairman, Aluminum Company of America; with participants Alfred E. Perlman, president, New York Central; George DeMent, board chairman, Chicago Transit Authority and president, Institute for Rapid Transit; Martin J. Caserio, vice president and general manager, truck and coach division, General Motors.

A panel on future modes of transportation will be moderated by Rep. Henry Reuss (D.—Wis.). Participants will be W. L. Hooper, technical assistant, Federal Office of Science and Technology; Dr. J. E. Goldman, director, scientific laboratory, Ford Motor Co.; Britton Harris, professor of city planning, University of Pennsylvania.

Dinner that evening will tentatively be followed by an address by President Lyndon B. Johnson.

—Wednesday, April 19 morning session: Panel on "How New York City is Solving its Transit Problems" will be moderated by Dr. William J. Ronan, chairman of the New York Metropolitan Commuter Transportation Authority. Participants will include John J. Gilhooley, Commissioner, New York City Transit Authority; Henry Barnes, New York City Traffic Commissioner; R. H. Gilman, director, planning and development, Port of N.Y. Authority.

Panel on "Financing, Costs and Benefits of Transit Systems" will be moderated by John A. Mayer, board chairman, Mellon Bank. Participants will be Lyle C. Fitch, president, Institute of Public Administration, and Wilbur M. Merritt, executive vice president, First Boston Corporation.

"Industry's Research and Development Role in Transportation" will be discussed by Leslie B. Worthington, president, U.S. Steel Corp.; "Local Government's Role" by Dr. Wm. D. McClelland, board chairman of Commissioners of Allegheny County; luncheon address will be by Dr. Robert Weaver, Secretary, Department of Housing and Urban Development.

Governors will huddle on transit

Gov. Raymond P. Shafer of Pennsylvania is host governor to four other state chief executives slated to participate in the Pittsburgh meeting. He'll undoubtedly have plenty to discuss with them regarding state initiatives in the mass transit field.

Pennsylvania, like other states in the northeast especially, is moving toward a policy of concerted assistance to local cities with mass transit plans.

In Philadelphia it has taken the form of a $460 million ten-year master plan involving commuter lines of the PRR and Reading, the two subways, and suburban express buses.

In Pittsburgh itself, the state, along with the federal government, contributed to the Westinghouse Skybus demonstration project.

In addition, feasibility studies for some form of mass transit for Pittsburgh are in progress; a report is due later this year, and if it's favorable—as everybody thinks it will be—it can be expected that the state will lend some financial assistance.

In between the state's two chief cities, the state administration and legislature has shown great interest in developing a high-speed line probably following the PRR right of way between either Philadelphia and Harrisburg, or all the way from Philadelphia to Pittsburgh. Cost figures in the $500 million—$1 billion range have been mentioned. The studies were conducted by WABCO and submitted to Gov. Shafer; an announcement of his recommendations is due shortly.

Other states in the northeast are following the same broad line. Massachusetts was probably the first, when the legislature authorized a $225 million bond issue financed by cigarette taxes three years ago, to reorganize and modernize the Massachusetts Bay Transportation Authority.

In New Jersey, the legislature adopted Gov. Richard Hughes' recommendation to create a state department of transportation, and is exploring a proposed $200 million plan for coordinating commuter rail services.

In Connecticut, Gov. John Dempsey and the legislature joined in supporting creation of a Connecticut Transportation Authority, which is keeping watch over all mass transit and rail operations. This agency came up with a plan to overhaul the New Haven's commuter operations, and run it jointly with the State of New York. It is also keeping an eye on developments in the Northeast Corridor. In Canada, the Province of Ontario aided in Toronto subway extensions and in establishing new CN commuter services.

Probably the most important state initiative of all is taking place in New York; for that story, see page opposite.

NEW YORK

A billion-dollar boost for transit

New York's master plan for coordinating all forms of mass transport is unprecedented in scope. Here's the full story, as told by Dr. William J. Ronan, chief architect of the plan.

At a time when municipal transport planners are bypassing their state capitals and heading straight for Washington when they want aid, the big question is—"What should the states be doing?"

In New York State, the attitude of Governor Nelson Rockefeller's administration is—"Plenty." This administration was responsible for:

—Buying the Long Island Rail Road, then launching a $200 million program to upgrade it;

—Drawing up an $80 million plan with Connecticut for rescue of the New Haven's commuter service;

—Guaranteeing bonds for purchase of transit and commuter cars;

—Drawing up a $1 billion plan for aid to mass transport and for unifying under single policy control the New York subways, LIRR, NH and Triborough Bridge & Tunnel Authority:

—Working out a plan for a state department of transportation to keep an eye on all of it.

Chief architect of this policy is Dr. William J. Ronan, former secretary to Gov. Rockefeller, presently Chairman of the Metropolitan Commuter Transportation Authority.

In an exclusive interview, Dr. Ronan tells Railway Age Editor Luther Miller and Transit Editor Joe Asher what the state is trying to accomplish, how much money is involved, and how the new agencies will work.

Q. Dr. Ronan, in recent weeks the State of New York has moved to expand the scope of the Metropolitan Commuter Transportation Authority's role in the New York City area. What does this entail?

A. Under the plan recommended by Rockefeller, the MCTA, which now owns the Long Island Rail Road, would become a "holding company" for the New York City Transit Authority, for the Triborough Bridge and Tunnel Authority, and for whatever agency is set up to handle the New Haven commuter service.

Q. How would this holding company function?

A. The present MCTA board would be expanded from five to nine members. Each operating agency would have a chief executive and would operate autonomously. We have Mr. Thomas Goodfellow, President of the LIRR, who runs the railroad; similarly there would be an executive to run the subway system, the Manhattan and Bronx Surface Transportation Authority, the Triborough, and the New Haven operation—if and when that is taken over.

Q. Would the MCTA have veto power over these agencies?

A. It would set all policies for the agencies, and coordinate their activities, and particularly in planning for the future.

Q. But this does not amount to merger?

A. If you had total administrative and operating merger of these agencies, it would present great operating difficulties, so—this is not contemplated. Under the proposed setup, there could be the kind of progressive integration of facilities that is indicated. Each of these agencies has a specific task to perform; but it can perform the task better if its work is coordinated with the others; that is the purpose behind this plan.

Q. Is there a timetable for implementation of this plan?

A. If the legislature approves, the effective date would be March 1, 1968.

Q. How much money is involved and where would it come from?

A. Each of these agencies has its own sources of funds, but in addition, the Governor has proposed a state-wide

"For moving great masses of people in the metropolitan region, we have not found anything that compares with two rails, and steel wheels running on them."

bond issue of $2.5 billion for transportation purposes. Incidentally, this is the first of its kind in New York State, and perhaps in the nation; we have had highway and special purpose bond issues in the past, but there the Governor proposed a bond issue for other transportation purposes as well. Half of the money—$1.25 billion—would be allocated for highways, $250 million for airports, and $1 billion for mass transportation, including commuter railroads, rapid transit and bus operations.

Q. How would funds move through the pipeline?
A. The Governor recommended creation of a state Department of Transportation, which would be the processing agent. If one were seeking funds, let's say, to improve the subways into Queens, or start building a new combined Manhattan terminal for the subways and the Long Island, application for this purpose would be made to the Department of Transportation, which would allocate the money.

Q. How would this Department be set up?
A. The Department would bring together under one roof the various transportation agencies now scattered around. The Department of Public Works, which is really the Highway Department, would be brought in; so would the Aviation Division; the Office of Transportation; and the State Traffic Commission. You would bring together all the components of transportation—air, rail, automotive.

Q. This involves government pretty heavily in transportation; what in your opinion is government's legitimate role?
A. I think we have reached the stage where government has got to assume a more positive role in the promotion of transportation broadly speaking, than it has in the past. One of the problems we are dealing with today results from an imbalance in transportation, partly as a result of previous governmental policy. Great sums of money were put into highways, a considerable amount into airports and into aviation—particularly in the developmental phases, because so many of our aircraft were really developed in a major way by government money though military prototypes for civilian aircraft, etc. Rail transportation has been ignored, one could almost say, until very recently when we had the Northeast Corridor legislation and passage by Congress of the two mass transit acts. As a result, we find rail passenger traffic declining almost to the vanishing point in long-haul operations; commuter services have languished and disappeared, with rather serious results in many metropolitan communities.

Q. What specific imbalances do you see in the New York metropolitan area?
A. When you look at the billions of dollars we have spent on highways in this region, there has been a pittance spent on mass transportation and railroads. There has been no major new rail passenger facility in the past 50 years. The subway system has not had any major addition since the Independent line built before World War II.

Q. Aren't the highway people going to raise a ruckus?
A. Well, I would expect that people who are interested in highways would be concerned to continue the building of necessary highways. I don't want to indicate that all the highways have been built that should be built—there is still a great need. And the Governor's bond issue calls for half the money to go into highways.

Q. But you intend to concentrate on mass transit for serving densely developed core areas?
A. The Tri-State Transportation Commission's most recent comprehensive report on transportation says in essence—you must give emphasis in the future to mass transportation from the core city to the suburbs. The report called for a considerable amount of highway construction—$7 billion worth—over the next ten years—but proposed $3 billion for mass transit. Significantly, not one new road was called for from the outer perimeter to the core of the city. The automobile and the bus are not suited for mass movement of people into the core city, as we see it in the future.

Q. What help do you anticipate from the federal government?
A. The highway program has been made possible largely by federal funds—the 90/10 money and the 50/50 money. We have had some assistance for mass transit, too, but Congress has not funded the mass transit program on the scale we would like to see.

Q. Would pre-financing by the state of matching federal funds be useful?
A. It would be very helpful, and the Governor recommended it in his message regarding the bond issue. There is a precedent for it not only in highways but in water pollution control. If the states in this region were able to prefinance the federal contribution to transit capital programs, it would have great advantages, because for every dollar we now spend, we would probably have to spend $1.04 or $1.05 a year from now. With this rate of inflation, it might be worth while to borrow now in order to build, and pay later.

"Rail transportation has been ignored, until very recently. . . . When you look at the billions of dollars we have spent on highways in this region, there has been a pittance spent on mass transportation and the railroads."

Q. How do you regard the federal transit program in general?
A. The present act is a major departure from previous policy and recognizes the importance of mass transit, but I don't think we have faced up as a nation yet to the very real problem in transportation. It isn't hard to get a man to the moon—I'm sure we will get one there before long—and it isn't hard to span the Atlantic Ocean with supersonic transports in two or two-and-one-half hours. The major problem of transportation in this country is—how do you move people in the large metropolitan regions? How are we going to get the millions of Mr. Joneses to work and back each day, their chil-

"The major problem of transportation in this country is how do you move people in the large metropolitan regions? How are we going to get the millions of Mr. Joneses to work and back each day, their children to school, their wives to go shopping, the whole family to recreation points?"

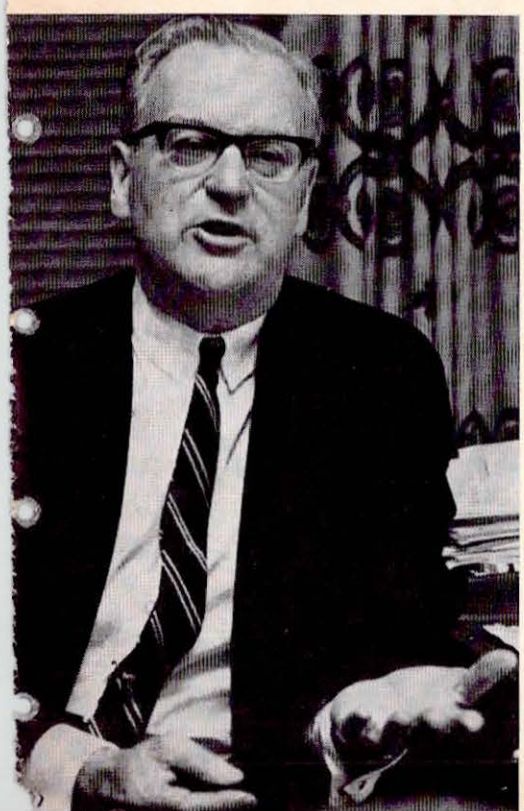
dren to school, their wives to go shopping, the whole family to recreation points?

Q. This may be an urgent matter to a New Yorker or Chicagoan, but how do you justify using taxes from, say, rural Nebraska to help the big cities?

A. It has been the other way round, really. The great source of our income taxes, indeed, most of our taxes, is not the rural areas, but the commercial and industrial urban centers.

Q. Do you believe that urban transport can at least pay its own operating expenses?

A. I think it is possible, by and large, for operating agencies to pay operating expenses out of revenues. In some circumstances, communities may wish to add some subsidy as being socially justifiable. But I do not think you would be able to take out of the fare box the cost of capital investment. In mass transit particularly, we've got to look to substantial public investment of taxpayer dollars for capital programs. The reason jet aircraft are so valuable to the aviation industry is that they can keep the equipment in motion so many hours of the day. Correspondingly, if we could cut the maintenance costs on old commuter cars by substituting new cars, and improve schedules and turnaround times you get a lot more for your dollar with fewer cars rendering more service.



Q. Won't this equipment still be underutilized, in view of the "peaking" characteristic in urban service?

A. We have some hope of getting a little better balance, through a sort of dual commutation system. While commercial offices and service industries are concentrated in the core area, manufacturing industry is beginning to move out to the suburbs; it is quite conceivable that we will see the beginning of a reverse commutation of the unskilled and semiskilled groups who find it cheaper to live in the city center, but would have their places of work in the outlying areas. This is an oversimplification, but you might see the day when the white collar workers are coming in in the morning and blue-collar workers going out, and the reverse in the evening. Through a demonstration grant under HUD, we have under way an experiment along these lines—trying to tap unskilled labor in poverty areas to work in other sectors where labor is needed.

Q. How do you propose to "sell" rail commuter transportation to people who are used to the comfort and privacy of the automobile?

A. By giving them the comfort of their living rooms, speed and security. We recently showed a mockup in Pennsylvania Station of the new LIRR car we are ordering; the car has attractive colors, air-conditioning, good heating, soft but effective lighting, carpeting on the floor, comfortable three-and-two contoured seats. The cars themselves will have top speeds close to 100 mph. The assumption is that if people find this a congenial, fast and secure way to travel, we will have achieved the goals we set for ourselves in this respect.

Q. When are these cars going to be ordered?

A. We are opening bidding on some 250 cars this spring, and the orders will be placed probably in June or July.

Q. You caused a lot of comment by inviting international bids . . .

A. We did not actually ask for international bids. I think that's a popular misunderstanding. When we first developed the preliminary specifications for this equipment, inasmuch as this equipment departs from tradition in a number of respects, we decided to circulate the preliminary specifications among suppliers and manufacturers throughout the free world, for their information, and we invited their comment. With respect to the ordering of the equipment, this has not yet been determined. The board of the MCTA will be making that determination, whether it's going to throw bidding open beyond domestic car manufacturers for this equipment or not. There's been no decision made on that point.

Q. What about other aspects of the Long Island modernization program—for instance the trials with a turbine-powered test car?

A. The turbine car is still being tested. The turbine itself, mechanical drive mechanism, the auxiliary equipment, all have been put under test, and there have been successes and there have been failures.

Q. The MCTA has recommended building a jetport at Calverton [70 miles from Manhattan, on Long Island]. If the turbine tests are successful would that sort of equipment be considered for high-speed connections to this jetport?

A. If the equipment works out as we would hope it will, yes. But we have in mind not the present gas turbine car; we're after what I call the 'Monster' which is Phase 2 of this program. What we are really looking for is a car which would have an electric traction motor, be able to run on a third rail, and then when it leaves third rail territory and leaves the area wherein it would pay to have a third rail in terms of traffic density, would be able to take off on its own on the gas turbine. We frankly are looking to a turbo-electric drive where you would have a motor which would be able to take power from a gas turbine through an alternator into the electric motor and the electric motor would also be able to pick up power from the third rail. We've been in consultation with manufacturers on this and are hopeful to proceed through what we would call Phase 2 to this turbo-electric drive. This would enable us to bring equipment out of Pennsylvania Station on third rail and when we got to Hicksville, for example, to kick in the turbine and run the rest of the way to Calverton on the turbine, rather than on the third rail.

DR. RONAN discusses New York program with RA Transit Editor Joe Asher.

Q. What is the status of the plans for joint facilities of the New York City Transit Authority and LIRR?

A. This was not in the original $200 million program for the Long Island, and here the Governor's bond issue comes into the picture, since additional funds would be required. The 63rd Street tunnel, under the East River will have four tracks instead of two —two each for the Transit Authority and LIRR, and would provide access for the Long Island to a new east midtown terminal facility.

Q. Can anything be done to ease the Jamaica bottleneck?

A. Our engineers are considering a number of alternatives, and have not yet come up with their final recommendations. But the elimination of that bottleneck is definitely feasible, we are convinced of that. It will be done not only by rearranging tracks, signals, switches, and so on; the important thing is that we shift from locomotive-hauled trains to basically an m-u system. If you get the type of equipment we are talking about ordering this spring, about 80% of the commuters would be on lines with electric m-u service; then we would be able to bring trains through Jamaica into Pennsylvania Station, and later on into the east-side terminal facility, without riders having to change trains during the rush hour, in many cases.

Q. The LIRR has conducted automatic fare-collection experiments and the NYCTA had an automatic train operation for a time in 1962. What do you think are the prospects for greater automation, if much bigger sums of money come into play?

A. Anything which reduces layover time or facilitates moving of trains interests us. We certainly look forward to increased employment of technically proven devices for secure, fast service. Operating trains at speeds above 90 mph is certainly nothing new, but if they are running on very close headways, you've got to have automatic safety devices.

We don't see this as a labor problem, either. As we modernize the railroad, the chances for continued employment are greatly increased service along with improved efficiency and economy.

Q. The New York City Transit Authority is often compared unfavorably with other systems around the world . . .

A. I am a person who rides the New York subway system, and I happen to be an admirer of it. When you think of the tremendous number of people it moves every day—about 3.5 million—without fanfare and with one of the greatest safety records anywhere—well, there is an amazing accomplishment. Now, there are improvements that can be made—in stations, in cars, in the level of comfort. In this sense, the New York subway system suffers by comparison, say, with the spanking new system in Montreal. Making it more attractive and comfortable will take money and energy, but it ought to be done. One important aspect of the proposed bond issue is that it will make substantial sums available for capital improvements of the subway system.

Q. What will the MCTA do about the New Haven's commuter operations?

A. Some months ago, this agency and the Connecticut Transportation Authority announced a joint plan to take over the New Haven commuter service; we haven't done so yet. The NH problem is extremely complex, complicated by the fact that the railroad lies in two states, not one, by the bankruptcy of the road, and by questions surrounding the Penn-Central merger.

Q. The Governor's message accompanying the bond issue proposal refers to mass transit plans for upstate New York. What does this involve?

A. There are several upstate cities that have expressed some interest in this field, among them Buffalo, which cooperated with the Department of Public Works on a study, and Rochester. These are areas where there might be some future rail developments. Most upstate communities have a serious bus problem, and the bond issue can help them very much indeed by obtaining new busses, better stations and the like.

Q. What do you thing of the so-called "Buck Rogers" ideas—for example, the pneumatic tube, or the air-cushion vehicle?

A. Our franchise calls for moving people and goods, and whatever moves people and goods interests us. We've had many ideas presented to us, and have gone out to look for new ideas. But for our purposes of moving great masses of people in the metropolitan region, we have not found anything in all these ideas yet that compares with two rails and steel wheels running on them.

Q. How about monorail?

A. We looked at it and found there is nothing monorail does that two rails can't do better and more flexibly.

Q. You must be watching some long-range technological developments?

A. We have an interest in new tunnelling techniques, the Bertin air-cushion experiments in France, the VTOL and STOL craft and so on. But mundane as it may seem, we find the best proven way to move people is on rails and with wheels. However, we don't think that we've solved the problems of motive power or the means of moving people for all time. We shall continue to follow technological developments closely.

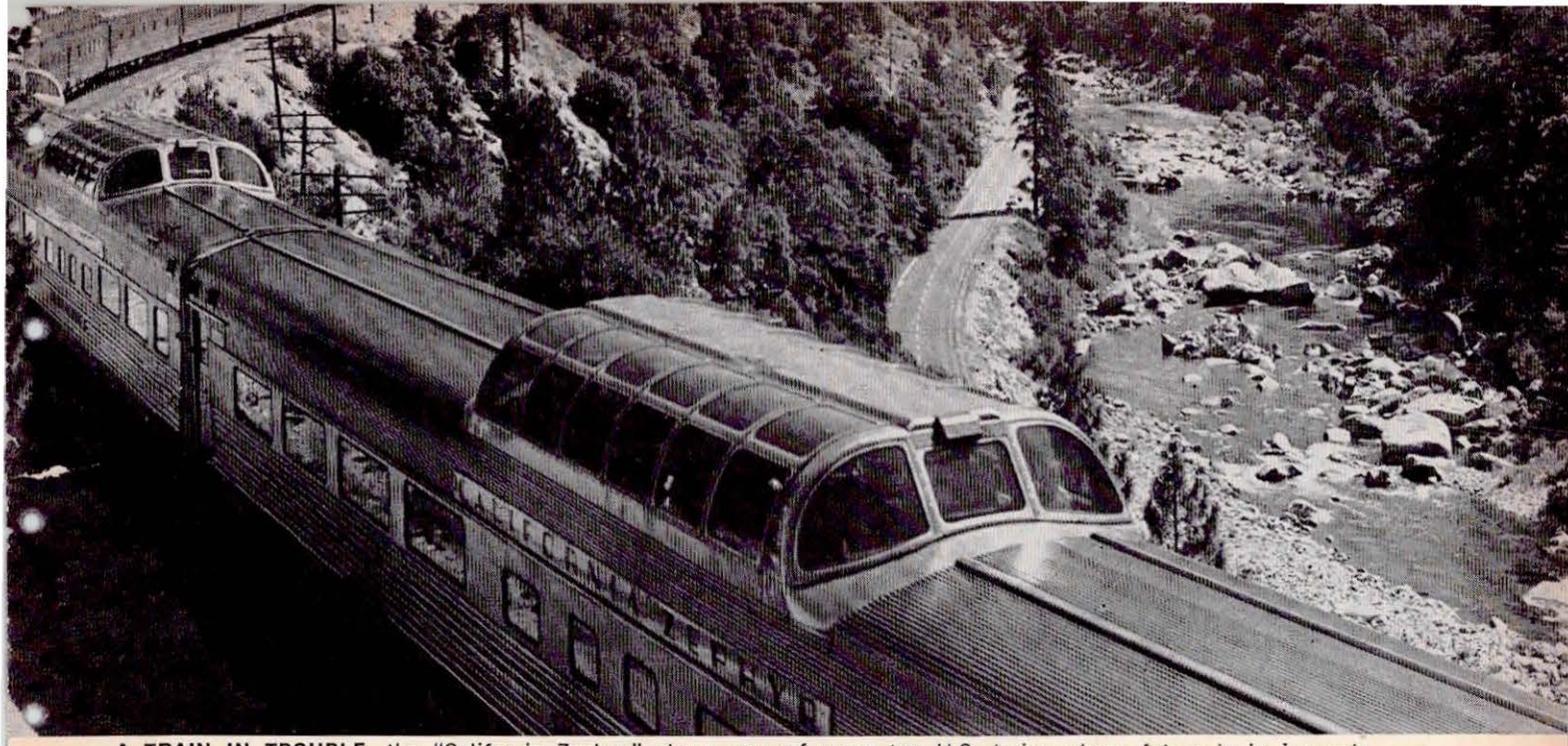
Q. Then you must regard rail rights of way as important assets?

A. Here in New York we've been very fortunate and perhaps also foresighted in that we didn't rip up tracks as was done, for instance, in Los Angeles, when the Pacific Electric right of way was lost. We've kept most of ours, they've been maintained, and they're proving exceptionally useful as we now turn back to rail transportation for the mass movement of people.

Q. You say "We". Hasn't it been a matter of a few political leaders being ahead of public opinion?

A. I would give major credit to Governor Rockefeller in New York State for his outstanding leadership and I would commend also his fellow governors in New Jersey and Connecticut for stepping up to bat on these issues. Governor Rockefeller demonstrated great leadership beginning in 1959, first by reducing real property taxes on the railroads to the tune of $24 million a

(Continued on page 52)



A TRAIN IN TROUBLE, the "California Zephyr," above, one of many top U.S. trains whose future is in jeopardy.

Long-haul forecast: Mostly cloudy

PASSENGER-TRAIN STORY AT A GLANCE

	1966	1965	Change
Passenger revenues	$543,635,046	$553,056,220	— 1.7%
Mail revenues	$303,999,350	$311,443,599	— 2.4%
Express revenues	$ 67,317,199	$ 76,351,630	—11.8%
Psgr. train miles	164,263,786	172,343,924	— 4.7%

By JOHN MITROS

Swift passenger trains still streak across the American scene on the steel trails that link the nation's large cities. Some of them are beauties. Almost all of them are bargains for travelers. Anyone perceptive enough to want a taste of leisure in these driven times can buy a journey for half (or less) of the money it takes to produce the ride.

But while U.S. passenger trains may be bargains for travelers by any economic measure yet devised, they continue to decline as factors in the nation's travel market. A growing number of people failed to use them last year, despite the record numbers of politicians, theorists, sociologists and city planners that talked about them.

Passenger revenues declined 1.7% in 1966. Mail revenues declined 2.4%. Express revenues declined 11.8%. And there is little in the past or present that can reasonably comfort the legions of passenger train aficionados.

The decline of the trains began when the auto became everyman's personal transport system: The end came in sight with the jets that added so much time to the place that passengers want when they buy a ticket to go somewhere. Only in large cities and in densely populated corridors is the outlook brighter for passenger trains. Commuter trains and passenger trains for medium-length trips at high speeds have a future, but it will be a future based upon something other than private capital.

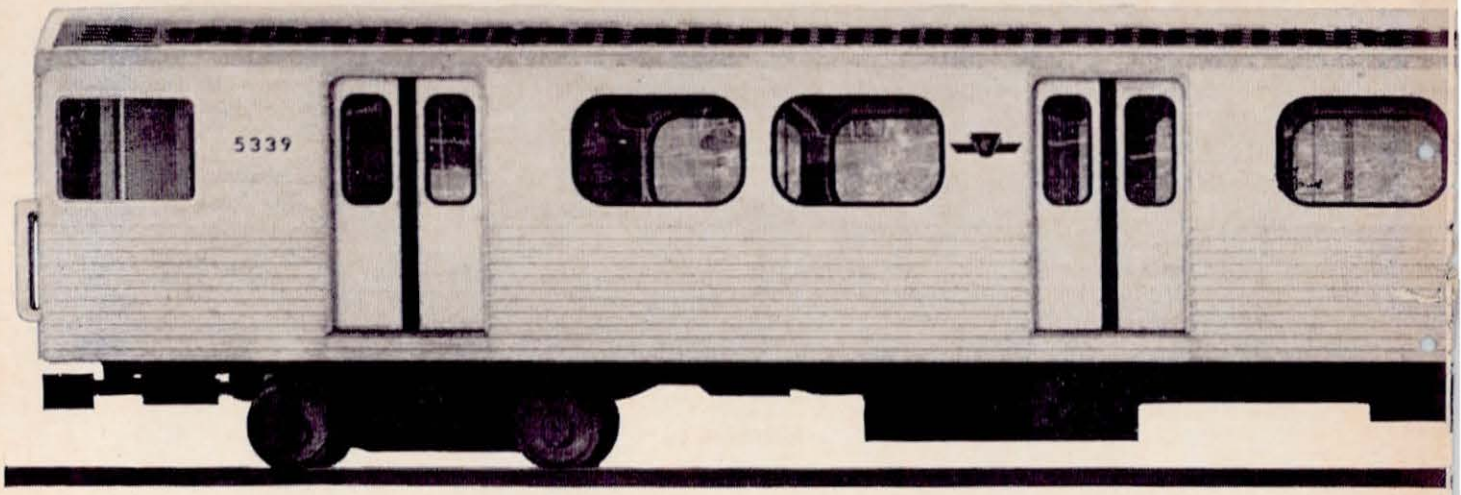
Chasing profits in markets all-but-conquered by the auto and the jets has proved to be economically disastrous for railroads since World War II. While the passenger-service deficit delineated by the Interstate Commerce Commission's rules for separating expenses and taxes between freight and passenger service may overstate the money that could be saved by elimination of passenger trains, it nonetheless adds up to a staggering $11.1 *billion* since 1945. There are those that argue the ICC's formula for calculating such costs *understates* the long-term losses railroads incur with passenger trains. Anyone tinkering with the ICC summaries of expenses related solely to passenger service (and those accounts are known to seriously understate costs) can quickly realize how serious a drag such service is on industry performance. Such expenses in '65 exceeded revenues by $44 million. If the ratio was only that through all the period since World War II, the industry lost approximately a billion on an out-of-pocket basis.

In 1966, the deficit on a fully-allocated basis came to about $400 million. On an avoidable-cost basis the deficit probably exceeded $40 million. Performance last year was better than in 1965 (when the deficit was $421 million) because the industry managed to reduce passenger train miles by 4.7% and because the trains were jammed during the airline strike last year.

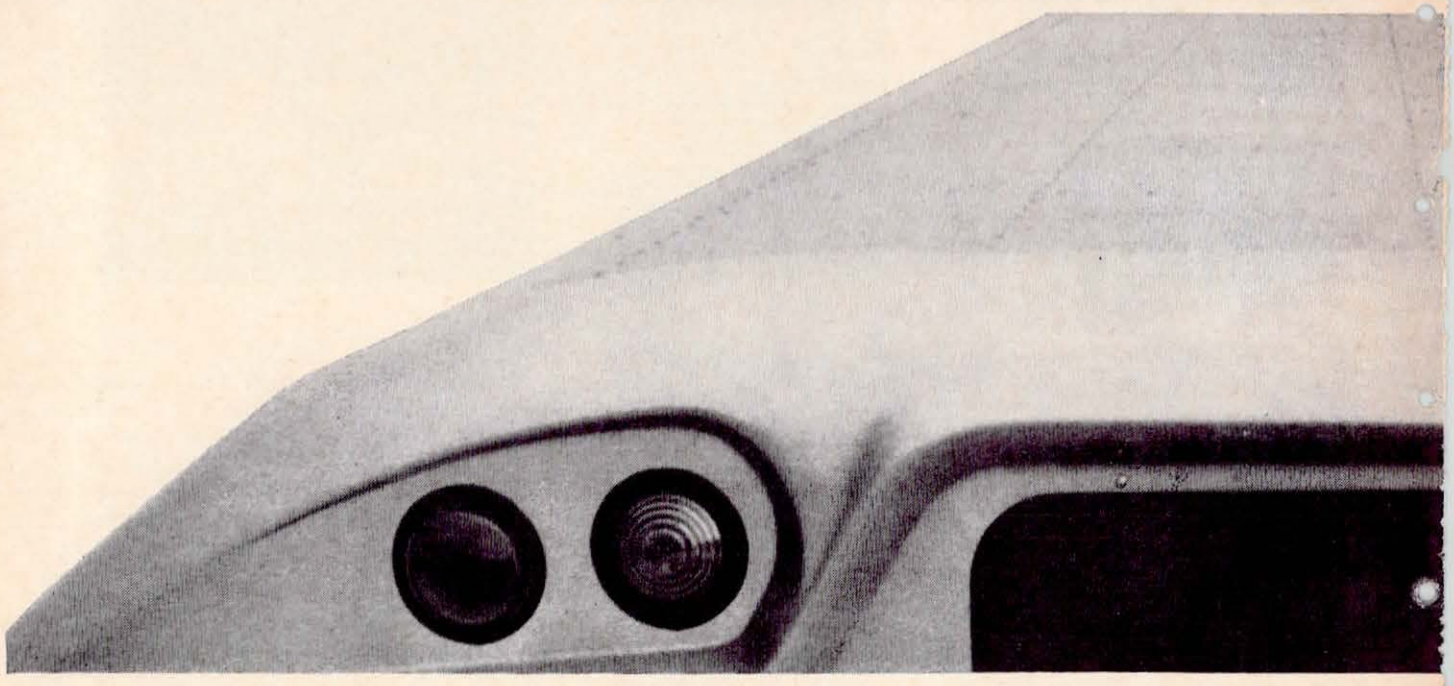
● **Still a billion-dollar business.** Passenger trains are still responsible for about a tenth of all rail revenue. In 1966, passenger revenues, mail, express, dining cars and other income added up to about $1 billion. Fares, mail and express added up to $915 million.

(Continued on page 30)

The world's longest



use the world's widest ...for a seamless,

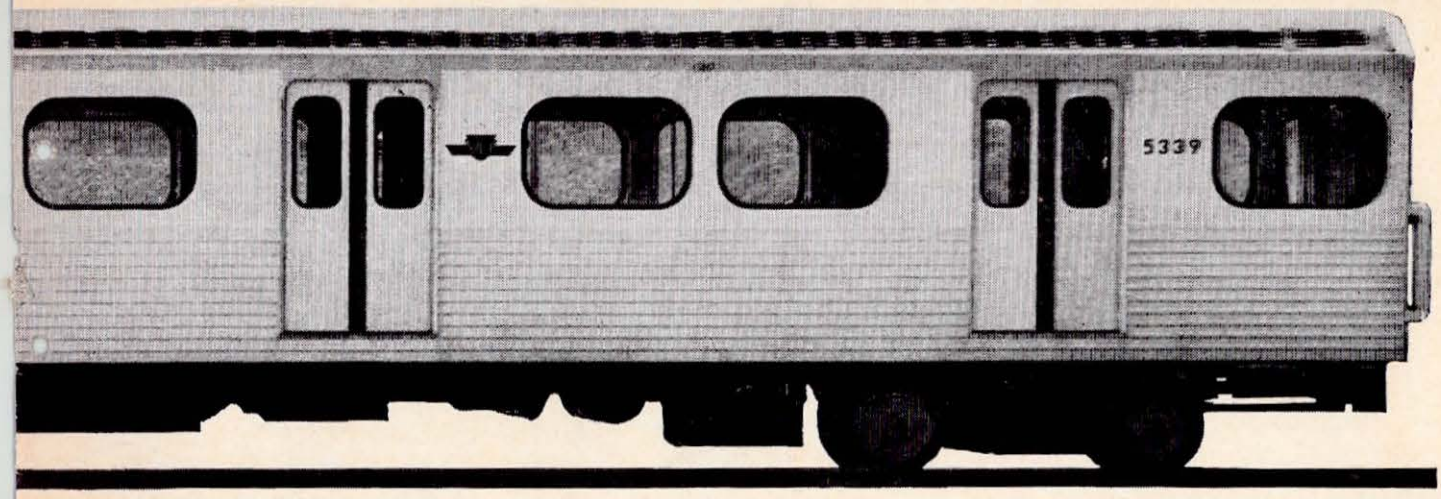


The Toronto Transit Commission's new 75 ft. long subway cars are not only the longest ever built—they're among the lightest. And one of the big reasons is that they use aluminum, most of it Reynolds Aluminum.

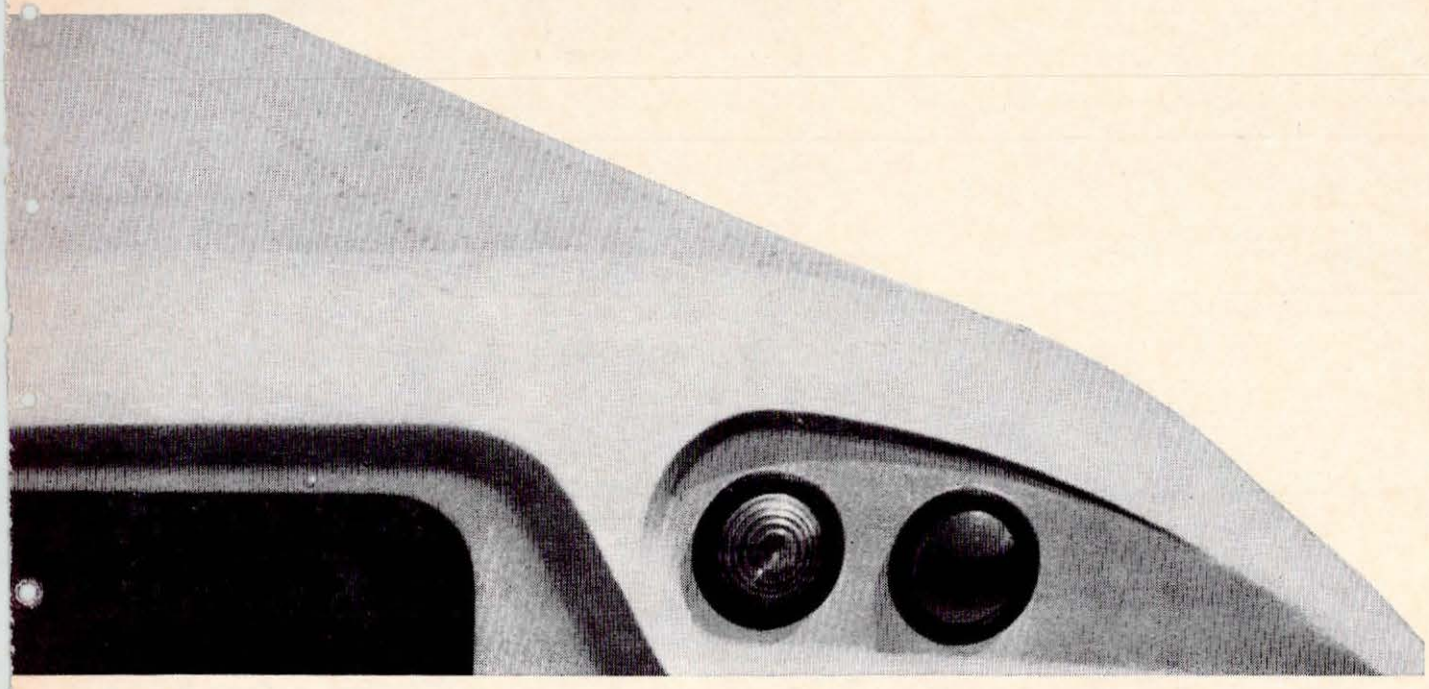
By slashing an estimated 10,000 lbs. of deadweight from each car, aluminum will help reduce operating costs for the TTC. And Reynolds Aluminum gave the car designers and builders some other advantages. Because Reynolds can supply aluminum sheet that is 106 inches wide—the widest made—the Toronto subway cars have seamless, one-piece roofs. The main, center section of each roof is a single sheet of Reynolds Aluminum, 106 in. wide by 74 ft. long. Roof seams are eliminated, as is much of the riveting.

Also made of Reynolds Aluminum are the car side skins, roof louvers, interior moldings and ductwork, and parts of the end caps and window frame inserts. These aluminum components will reduce maintenance costs throughout the life of the car because aluminum never rusts, it resists corrosion, never needs protective painting.

subway cars



aluminum sheet weight-saving roof



The new Toronto Transit Commission subway cars were designed and built by the Canadian Car Fort William Division of Hawker Siddeley Canada, Ltd. Reynolds Aluminum Company of Canada, Ltd., worked closely with the TTC and Hawker Siddeley as major supplier of aluminum for these cars.

More and more Reynolds Aluminum is being used to reduce deadweight, operating and maintenance costs in rail equipment of all kinds. Leading car builders and equipment manufacturers are utilizing aluminum's advantages to offer lighter, stronger, more efficient rail equipment. Ask your supplier for details, or write *Reynolds Metals Company, P.O. Box 2346-TM, Richmond, Virginia 23218.*

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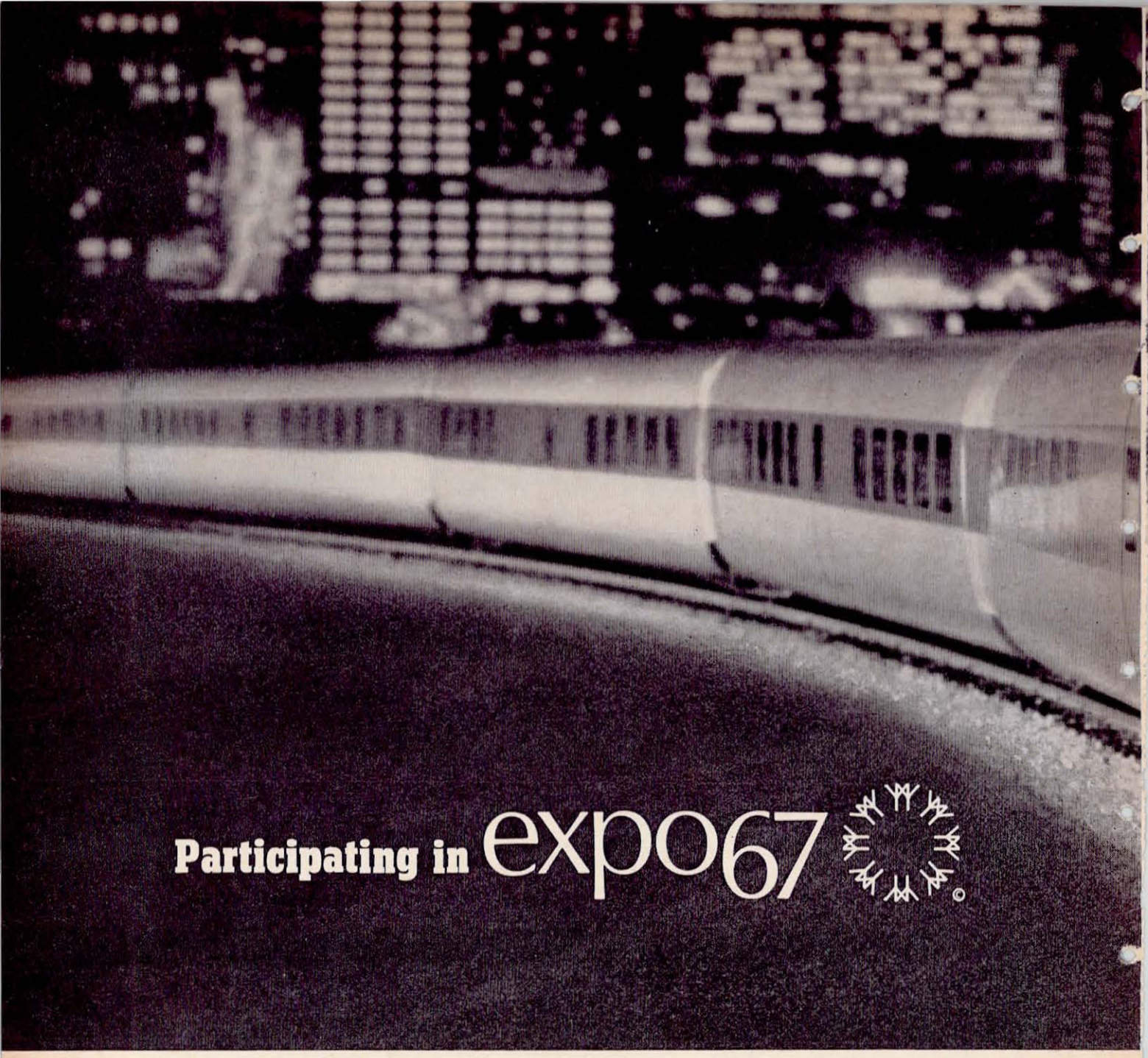

Five new Canadian National turbotrains roll after big share of Toronto-Montreal passenger traffic

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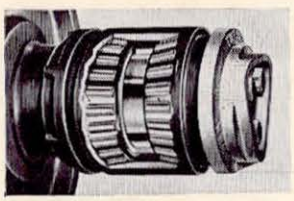

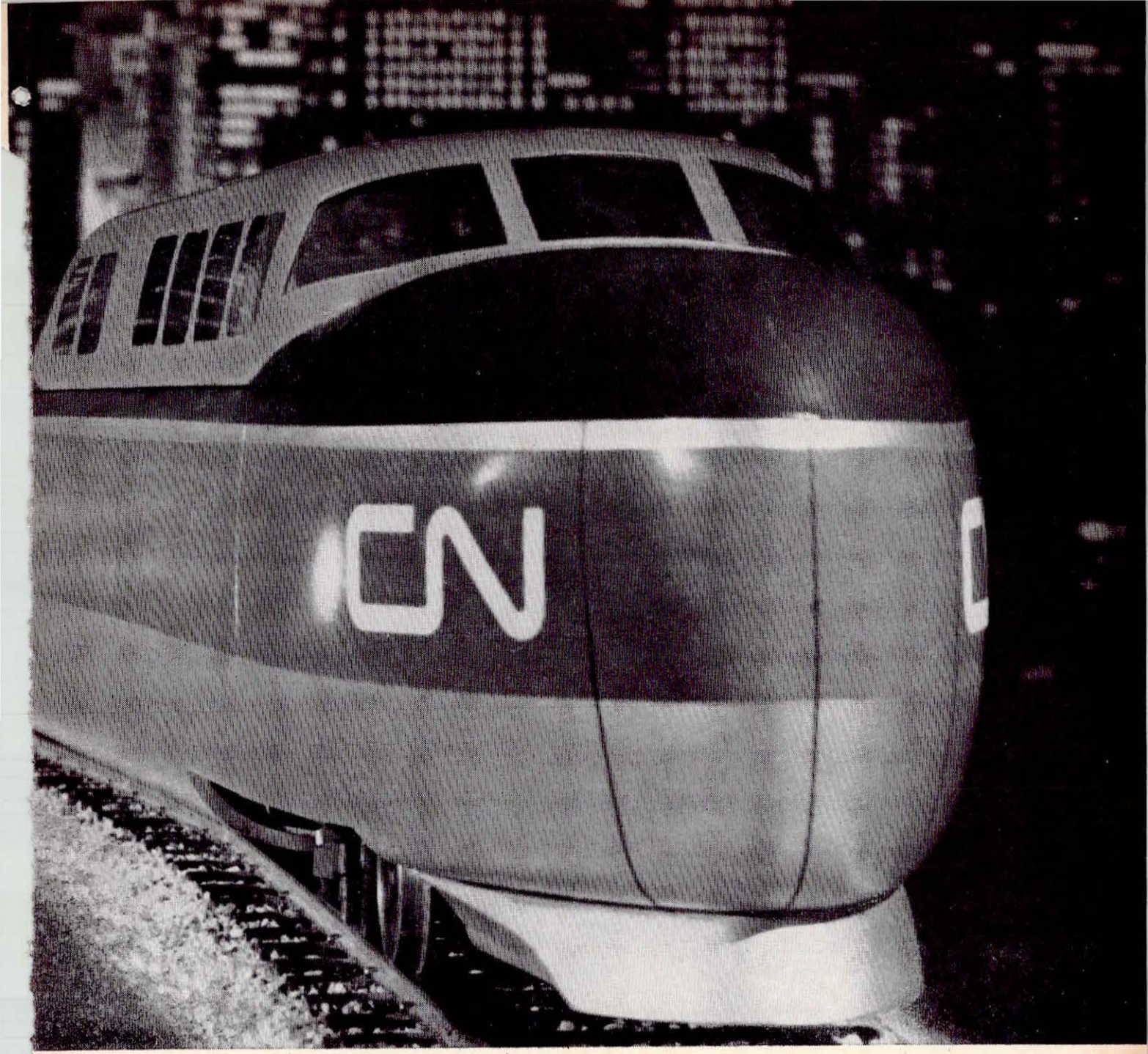

Canadian National Railways is ready for Canada's Centennial Year and Expo '67.

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Every day, thousands of people will shuttle between Montreal and Toronto on the revolutionary system. With these new trains, Canadian National will provide comfortable, fast transportation—and at low cost. The new turbotrains will make the 335-mile run at speeds approaching 100 mph.

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Big changes in public policy are under way

(Continued from page 25)

There are railroads that feel passenger service is not yet at the end of the line—or who feel that public policy prohibits the action that managers would take in a marketplace governed solely by competition. The most nostalgic of passenger train buffs concede the impressive extent of the competitive victory achieved by autos and jets in the travel market. The fact of public policy and concern, however, is behind a rising amount of work aimed at restructuring the systems and economic base of rail passenger capability.

As W. B. Johnson, president of Illinois Central, put it at a conference on the financial prospects for transportation at Northwestern University's Transportation Center last month, "If the rules that govern private capital in free markets prevail, passenger trains will go out of business. If the public interest demands such service, public underwriting will be necessary."

Johnson's assessment is shared by many industry leaders. Complex financial relationships between equipment, labor requirements and shrinking markets make investment in the field risky. Only a trickle of money in recent years has gone to passenger service. After substantial investments in the early fifties failed to stem mounting losses, there seems no reason to make such investment nowadays—unless government and public policy change the economic rules of the game.

● **Government changing rules?** Of course, changes in public policy are under way.

Consider this statement in the Pennsylvania's annual report for 1966 by PRR's Chairman Stuart T. Saunders: "We are vigorously promoting a new concept of railroad passenger service, based on developing modern medium-range and short-range operations as supplement to other modes of transportation. This new role for passenger trains involves participation by federal, state and local government agencies in improving rail systems as an essential public service. It will enable railroads to make significant contributions toward solving the pressing problems of traffic congestion, air pollution, safety and the mounting costs of highway construction within and between metropolitan areas.

"In cooperation with the Department of Transportation, the PRR is building a modern, high-speed passenger line between New York and Washington. This will begin operation in the latter part of 1967. The project will test public response to this improved service over a two-year period.

"On the state and local level, we are continuing to work closely with the Southeastern Pennsylvania Transportation Authority, the Commonwealth of Pennsylvania, the state of New Jersey and other local and regional governmental entities in financing new equipment and improving frequency and quality of commuter service.

"This type of contribution toward an integrated national transportation system, together with elimination of unneeded long-haul and little-used trains which are a heavy drain, offers the best hope for reducing our persistent passenger deficits."

● **Grim tidings on another page.** Shareholders got the specifics elsewhere in PRR's annual report: "In 1966, the passenger operating deficit amounted to $45.4 million. The increase over the 1965 deficit of $41.8 million was due chiefly to added costs of wages and fringe benefits and declining patronage. Efforts to minimize the passenger service deficit have been essentially a holding action. We have met with only limited success in securing authority to discontinue or combine certain deficit-producing trains. Under the existing passenger schedules, we are able to make only minor savings in some phases of operations. Our 1966 revenue from fares dropped 2.3% to $81 million, despite our advertising campaign, incentive fares and special trains, as well as increased revenues during the July and August airline strike."

New York Central's shareholders were told of a marketing study under way to determine how the company's passenger service can be most advantageously restructured to cut the road's $16-million passenger deficit. The study found that travel patterns indicate 74% of all trips in the U.S. are for distances under 200 miles. "Central's operations, on the other hand, are not geared to serve this dominant market. Instead, our trains now cater to a rapidly diminishing number of travellers who use overnight dining, sleeping and baggage

(Continued on page 34)

PASSENGER REVENUES—1966 VS. 1965

	1966	1965
Atchison, Topeka & Santa Fe	$39,246,598	$38,904,868
Atlantic Coast Line	14,476,048	13,957,142
Baltimore & Ohio	9,549,905	10,111,369
Central R.R. of New Jersey	4,521,338	5,008,838
Chesapeake & Ohio	5,806,803	5,330,440
Chicago & North Western	19,094,746	18,099,232
Chicago, Burlington & Quincy	20,902,906	20,781,498
Chicago, Milwaukee, St. Paul & Pacific	12,081,689	12,301,303
Chicago, Rock Island & Pacific	10,560,476	11,865,809
Delaware & Hudson	892,594	1,082,284
Denver & Rio Grande Western	2,735,665	2,952,382
Erie Lackawanna	11,648,468	12,523,739
Great Northern	10,735,810	10,062,042
Gulf, Mobile & Ohio	2,216,519	2,355,469
Illinois Central	23,585,835	22,983,869
Kansas City Southern	1,239,291	1,056,540
Long Island	67,633,705	66,856,801
Louisville & Nashville	5,832,051	6,179,923
Missouri Pacific	5,080,889	6,364,314
New York Central	48,614,535	51,537,669
New York, New Haven & Hartford	37,652,322	38,659,273
Northern Pacific	7,632,394	7,214,549
Pennsylvania	81,046,658	82,956,647
Reading	6,425,347	5,719,188
St. Louis-San Francisco	703,981	1,103,953
Seaboard Air Line	14,858,209	14,820,926
Southern Pacific	20,008,227	21,014,335
Southern Railway	7,001,025	7,543,203
Texas & Pacific	1,541,528	1,804,853
Union Pacific	22,970,600	23,618,080
Western Pacific	2,524,573	2,382,740

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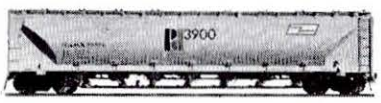

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SP: Long-haul passenger trains have had it

(Continued from page 30)
car services for longer distances—at tremendous overhead cost to the railroad.

"Our study to date indicates that there may be a greater demand for a shuttle-type service which will permit comfortable high-speed travel within the 200-mile range. We are continuing to analyze the potential market for this type of service."

• **Increases in the Southeast.** South of Penn-Central-land the passenger picture, if not bright, is much less gloomy. Reading, engaged in cooperative effort with various government bodies to halt the slide of service and revenues, posted revenues of $6.4 million in 1966, compared with $5.7 million in 1965. Atlantic Coast Line took in $14.47 million last year, compared with $13.95 million the previous year.

Seaboard Air Line, while checking in with a slight rise in over-all passenger train revenues ($37,283 more than the $14.82 million taken in during 1965), reported the kind of murderous decline in mail revenues that has killed off more than just a few passenger trains in years gone by. "Mail revenues of $6.58 million in 1966 were 12.5% below revenues of 1965. Continued expansion of the Post Office Department's sectional center operations during 1966 caused mail revenue losses due to additional eliminations of RPO service and truck routes operated by your company. Negotiations with the Post Office Department are continuing in an effort to stabilize the situation and regain some of the diverted mail traffic."

• **Where the skies are not cloudy.** West of Official Territory, roads still in the passenger business reported rosier results than their Eastern counterparts. Santa Fe checked in with a modest increase in revenues over '65, while Chicago & North Western's growing commuter business enabled the road to post about $1 million more in revenues than it did in '65. Chicago, Burlington & Quincy was up, as were Great Northern, Illinois Central, Kansas City Southern, Northern Pacific and Western Pacific. Losers in the West? Milwaukee, Rock Island, Denver & Rio Grande Western, Gulf, Mobile & Ohio, Missouri Pacific, Frisco, Southern Pacific and Union Pacific reported lower passenger revenues in '66 than in '65.

D&RGW reported its 10.5% decline in passenger train revenues in fashion typical of the losers: "Passenger ticket revenues declined 7.3%. Mail revenue was off 15.01% due to diversion by the Post Office Department of mail to highway transportation. Express revenue was down 38.26% due primarily to discontinuance by REA Express of express traffic on the California Zephyr." Winners in the West were apparently the roads that benefited the most from last summer's long airline strike.

• **SP: 'No real need?'** Southern Pacific, which last year sponsored a study of passenger trains in the West by the Stanford Research Institute, feels the long-haul passenger train has had it. The SRI findings suggested that the ICC's fully-allocated basis for calculating passenger losses may understate true costs of moribund passenger systems and that railroads attempting to stay in the passenger business are only going to maximize long-term losses. SP wasted no "amens" on the SRI study.

Victim of circumstances

In a joint letter to shareholders signed by SP Chairman D. J. Russell and President B. F. Biaggini, passenger service was analyzed in specific SP terms: "The long-haul passenger train has outlived its usefulness. It was important in its day but it has become the victim of the convenience of the private automobile and the speed and economy of the airplane. This is clearly indicated in the heavily travelled San Francisco-Los Angeles corridor. Of 10 million travelers a year, 72% drive their own cars, 25% fly, 2% go by bus and only 1% go by train. Flights between the two cities are available on an average every 13 minutes and last about an hour. The automobile takes longer but leaves when the driver wants to go. The train trip requires ten hours.

"The cost per passenger-mile of operating the train is greater than that of the airplane partly because of the greater capital investment required per passenger-mile and partly because 10 to 25 crew members are required to man the train for one trip, whereas only six are required to operate the airplane which can make several round trips during each working day. As a result, the railroad's cost per coach passenger between San Francisco and Los Angeles is much greater than the cost by air. With larger planes of increased capacity, air costs per seat-mile will continue to decline while rail costs probably will continue to rise.

"Most of the passenger equipment now in use is rapidly approaching obsolescence and would cost SP more than $50 million to replace. The competitive disadvantage of the railroads leaves no justification for spending millions of dollars for new equipment for a service that is no longer patronized sufficiently even to pay its way.

"The company, therefore, has no alternative but to continue to press for discontinuance of passenger operations which are not used by the public."

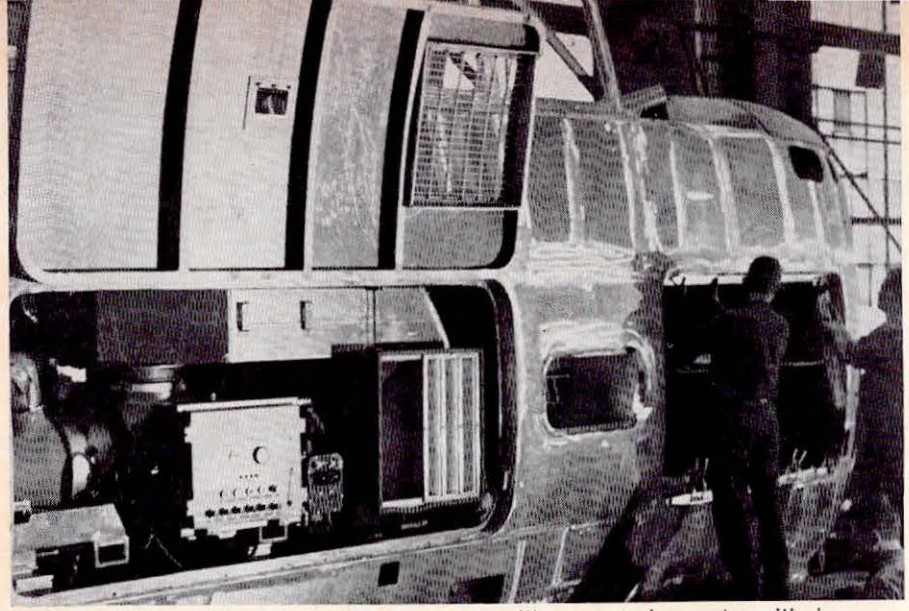
• **Is there any market?** While SP fairly reflects managerial judgment throughout the industry, managers keep running trains—some of them very fine trains—because they can't take them off and perhaps in the hope that new systems and new support for such service will materialize from public policy changes in the future.

Train-watchers inside and outside the industry find little comfort in the present. A Midwestern passenger-traffic officer summed up 1966 this way: "If we could depend upon an airline strike every month, we'd have a chance to make some money." It was a morose admission. But railroad men have passed the point of feeling any poignancy about passenger trains. Such sentiment was washed away by red ink years ago. Last month, as Central of New Jersey finally filed for bankruptcy after years of being cannibalized by its passenger operations, it was clear that changes in public policy had better come fast if any of the long-haul and medium-haul passenger trains are to survive.

Foreigners find the situation paradoxical. Almost any stranger to the U.S. scene can be misled by what he could see, say, at a railway crossing in a small town as a passenger train rushes matter-of-factly through the darkness.

Watching such a train pass, the stranger could get a kaleidoscope-like eveful of Pullman space, parlor plush, linen, silver, china, white-jacketed attendents—and occasional passengers looking at the night-sights flooding past their Pullman windows. He could assess the train as the preference of a national elite, the people whose larger-than-ordinary role in society entitles them to the conspicuous luxury of escape from the tension and time-squeeze of the autos and jets that transport those less favored in this most affluent and mobile of all nations.

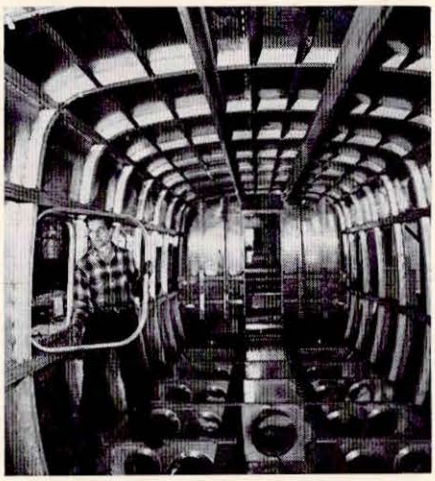
He would be wrong, of course. But only because he was looking at a train at a time when trains tend to be almost magically evocative—and not at balance sheets. ■



COMPACT GAS TURBINES in CN dome cars will power trains and auxiliaries.

Turbo: A step to passenger profits

Intensive utilization of high-performance trainsets will mark CN's next attack on deficits.



ALUMINUM ALLOY structures of cars are to minimize per-seat weight.

Whether or not there is power in positive thinking, certainly nowhere in North American railroading are there such positive thoughts about long-haul passengers as on the Canadian National.

CN, assailed with passenger deficits of the same order as those plaguing its contemporaries on this continent, has elected to do something other than grimace and bear it . . . or get out.

Radical pricing and service innovations of the past five years have brought record passenger loads to CN and have stabilized what had been steadily growing losses on the operation. Now CN is about to find if radical equipment innovations can bring an aura of real profitability to intercity passenger service.

● **Turbine powered.** The tool chosen for this money making job is the Turbo, a gas-turbine-powered, lightweight, articulated train developed by United Aircraft. Five of the seven-car trainsets are being built by Montreal Locomotive Works for service on the 335-mile Montreal-Toronto line.

The trainsets are being acquired by CN on a lease-maintenance basis with United Aircraft of Canada. The agreement gives the road an option for outright purchase which is likely to be consummated over an eight-year period. Questioned about CN's commitment in the Turbo project, Jean Richer, vice president—passenger sales and service, has given $10 million as a "ball park" figure for entering the field.

● **High utilization.** The trainsets, two of which normally will be operated in tandem with a capacity of 600, are capable of speeds to 120 mph. CN, however, will not schedule them to operate above 95 mph. Operating nonstop between Canada's two largest cities, each Turbo will average 84 mph. and require 3 hours 59 minutes for the run. Each 14-car train will make three trips daily. Departure will be from the terminals in the morning, about noon, and in the evening. One trainset will serve as a spare for the four required for the basic operation.

Each trainset will have a power dome car at each end and five intermediate units. Under each of the domes will be four propulsion gas turbines and a fifth for auxiliary power. The UAC gas turbine, capable of a 400-hp output, weighs approximately 300 pounds. CN emphasizes that eight turbines driving a 14-car Turbo will have a total weight of about 2,400 pounds but will do the work of transporting the same number of passengers as three standard diesel units weighing 600,000 pounds.

Turbines consume considerably more fuel per horsepower-hour than diesels. The almost 75% reduction in weight per passenger seat of the UAC aluminum train design, however, compared with conventional equipment, will mean a probable slight reduction in over-all fuel costs.

● **More earning capacity.** If Turbos are to be financial and operational successes, they will have to produce far more seat miles in greater comfort than would be possible with a comparable investment in conventional rolling stock. UAC is emphasizing availability and utilization at every stage in its design.

Operating cabs in each power dome will make the trains completely bi-directional. All of the wearing components in a Turbo train, including engines and air conditioners, can be replaced within an hour. CN is building a two-track maintenance facility in Montreal's Central Station to minimize turnaround.

Weight in the Turbos has been minimized by using an efficient aluminum structural design, substituting single-axle suspension for two-axle trucks except on the power domes, and by selecting lightweight, aircraft-style auxiliaries. Turbos are to take curves up to 30% faster than conventional trains. This is a major factor in their ability to operate at higher average speeds on existing conventional track with no appreciable changes in the roadbed.

● **Coach and parlor.** Each seven-car trainset will have a parlor dome and a parlor car, a cafe coach, three full coaches and a bar dome for coach passengers. Road tests are due to begin late this month; revenue service is scheduled for July 15. The two smaller United Aircraft trains which are being built by Pullman-Standard for testing in the U.S. Northeast Corridor are on about the same schedule.

Turbo or no, Richer anticipates that this summer will see record travel on the CN, sparked by Expo '67 in Montreal. There should be virtually no decline in 1968. In fact, he predicts that by 1971 or 1972 tourism will be Canada's largest industry with train travel at such levels and handled in such a way that CN will finally be breaking even on the passenger business. ■

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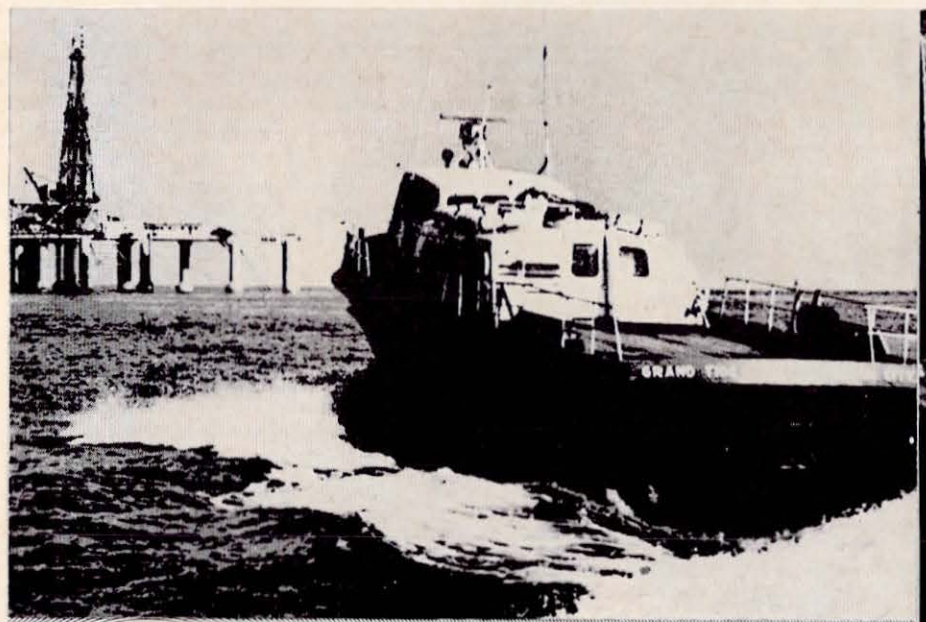

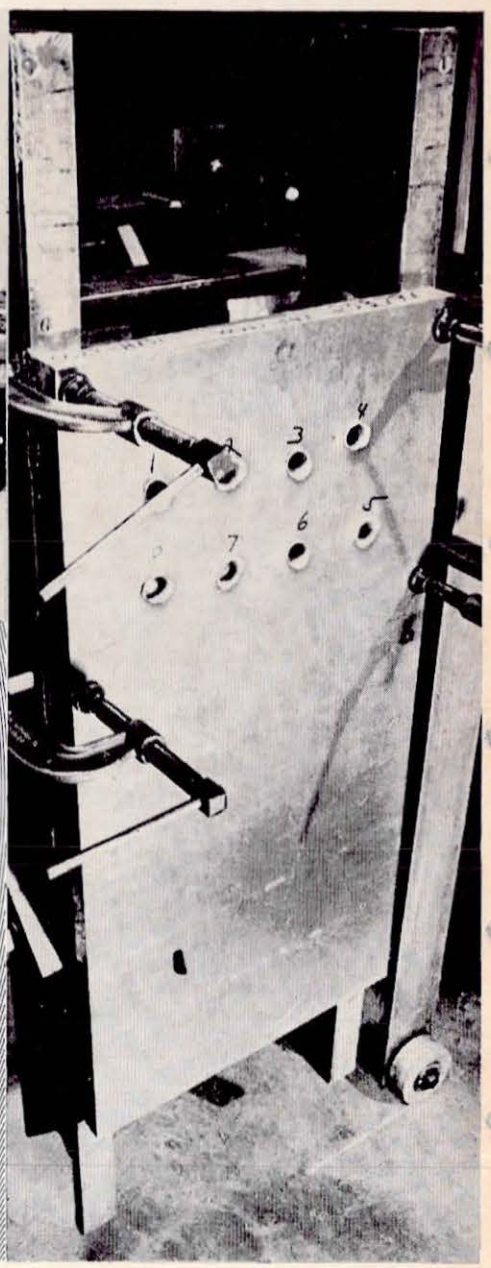

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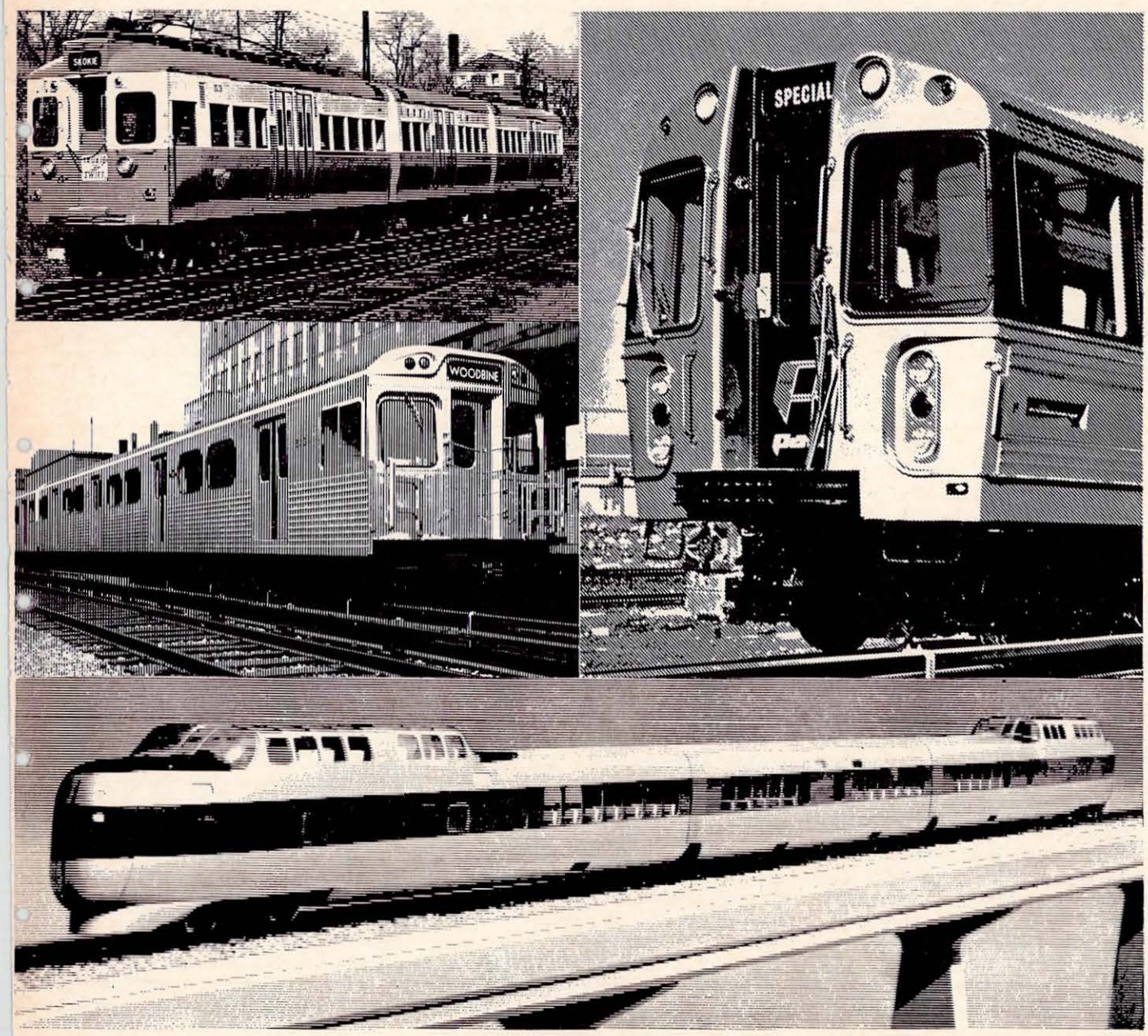


Circle 15 on reader service card

What's the financial future?

Rail tonnage and earnings should be up sharply by 1975, Northwestern University transport management conference is told. Momentum already existing in marketing, technology and managerial effectiveness, plus gains from mergers, cited as basic progressive factors for railroads.

Financial men from all over the country gathered at Northwestern University's Transportation Center, Evanston, Ill., late in March to hear what the experts had to say about the financial prospects for transportation.

The experts had plenty to say. At the third such management conference conducted by the Transportation Center, speakers and panelists predicted that:

—Containers and piggyback represent an area where dramatic increases in rail tonnage are possible, if railroads recognize that these techniques force basic reorganization in facilities and techniques.

—Products of agriculture, forests and mines will tend to be stagnant parts of the rail mix.

—Originating ton-miles and ton-miles per capita will not grow as rapidly as gross national product because of trends toward urbanization, regionalization and miniaturization.

—Railroads are going to benefit from the momentum they've built up in marketing, technology and managerial effectiveness.

—Mergers will be a strong force for upgrading the quality of industry management.

—Rail tonnage and earnings will be up substantially by 1975.

● **The short-term outlook.** The railroad outlook was probed by a panel moderated by Alex D. Kerr, vice president, Security Research Bureau, Inc. Panelists were Louis W. Menk, president of the Northern Pacific; G. B. Aydelott, president of the Denver & Rio Grande Western, and William B. Johnson, president of the Illinois Central.

Menk said Northern Pacific's prospects for 1967 are good, but that wage increases cannot be entirely offset. "Earnings may be down—somewhere between 3% and 5%. Business will be pretty good, and we should earn about $5 per share this year."

● **Where's the jack?** In Menk's view, steady, long-term improvement is being generated by changes in managerial organization. "Railroads are moving toward more and more reliance on staff functions for policy formulation rather than depending on line officers for it. Important areas of staff work generating such formulation for industry managers are industrial engineering, computers, methods and procedures, marketing, communications, quality control —and public relations.

"We cannot depend upon patented sayings. We've got to work hard toward optimizing profits by pressure on traditional rail leverage points. Effective staff work has to have executive direction, but chief executives seldom have time. Northern Pacific will soon have a vice president-staff. Railroad men have to be made to feel that such staff-created policy is important.

The role of computers

"Railroads have gone too little distance and too slowly with computers. It's important to design systems for data —but not too much data—for effective decisions. Industrial engineers need to promote effective control of physical functions and facilities and for measurement of effectiveness. Railroads are report-happy. Simplification and elimination of basic reports can be achieved by more effective methods and procedures. Costing sophistication is needed to overcome tradition, so railroads can achieve sound responsibility accounting and cost research. Marketing is relatively new to most railroads and needs to be backed up by research into such questions as: What business isn't economic? Where is the competition?" The industry, in Menk's view, is too concerned about yesterday and not concerned enough about tomorrow. "We need to attract bright, educated people into the industry because there is so much to do. There will be great opportunity in intermodal cooperation and service. Containerization will be coming up rapidly—airplanes are here to stay. Mergers, soundly conceived, are in the public interest because they will enable the industry to improve service and lower rates."

● **D&RGW's short, fast trains.** Aydelott looks forward to a 2% or 3% increase in D&RGW's revenues in 1967 and perhaps a 5% decrease in his road's 1966 net of $12.8 million.

Is D&RGW's short, fast train experiment working out the way it should? "We adopted the method as a means of giving the customer what he wants instead of what the operating officers want him to buy," said Aydelott. "Instead of running 120-car trains, we run trains with 40 cars. All trains are as fast as all others—except for bulk trains. Even there, car costs may lead us to that. We're trying to serve customers instead of inflating the operating vice president's ego."

Aydelott, like Menk, reported much change under way in staff organization. "We adopted New York Central's marketing philosophy and tailored it to fit D&RGW's needs. Pricing had too much impact in the traffic department. Now rates report to the vice president-traffic, so the salesmen can't give the railroad away and so that we can make a profit." Aydelott thinks the competitive effect of a freight rate increase could be serious, but thinks some commodities can stand increases.

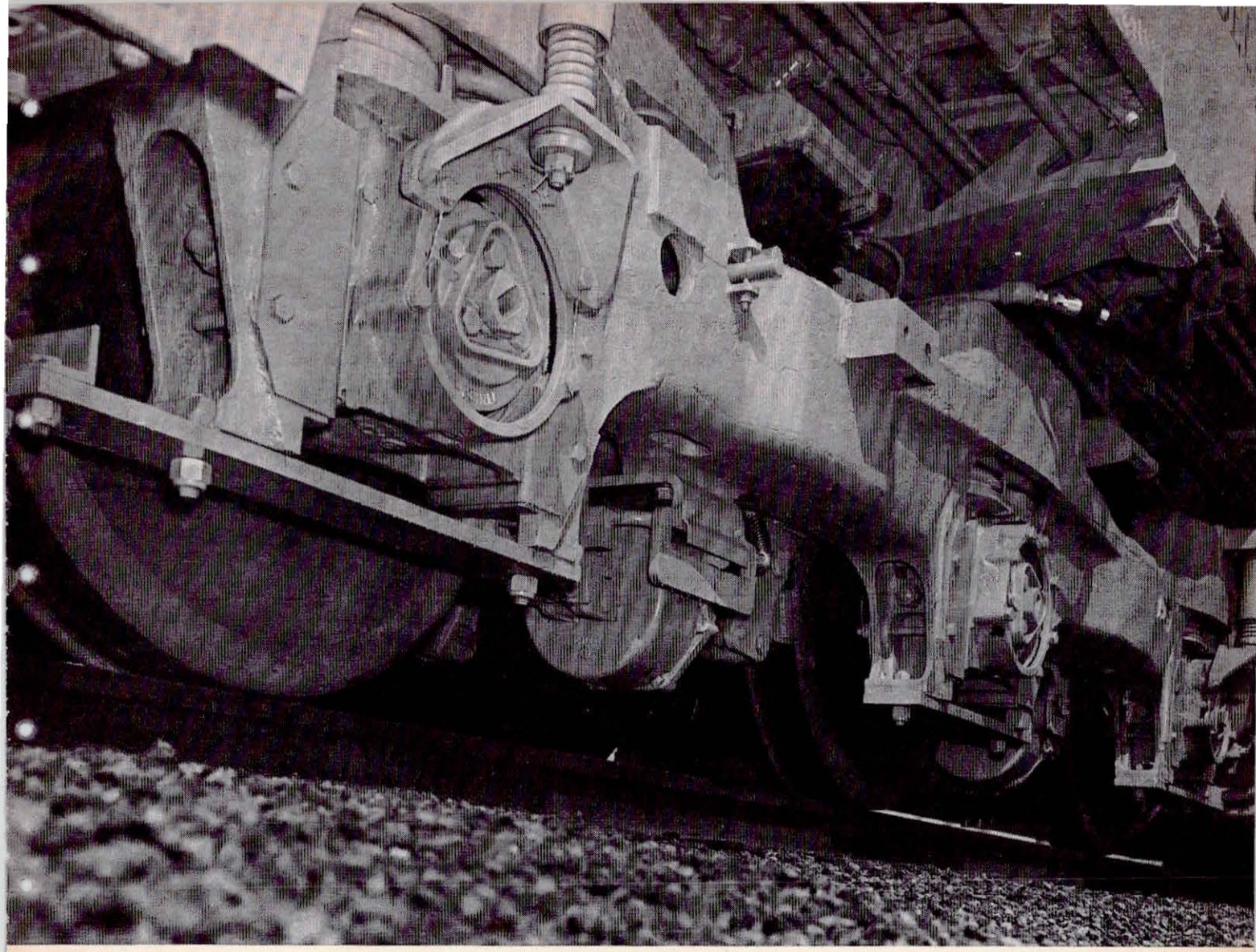
He also took a loner's position on mergers. He smiled as he admitted being "for the mergers I'm for." But, "I don't just say I'm for mergers. Big mergers lead to only a few large systems. I'm afraid resolving railroads into five or six systems would evolve organizations hard to regulate and would ultimately lead to govenment ownership."

● **Not islands, these railroads.** IC's President Johnson touched lightly on the many reorganizational changes and job restructuring moves that are transforming his road. Then he noted that 1967 results for IC have already been affected by realities that make him disagree with Aydelott's position on mergers. "Railroads, while they do compete with one another, are interrelated and knitted together.

"Consider my road. We're already down more than a million dollars because of two snow storms in Chicago and because of a serious derailment of CN-5, in which we lost 26 cars and contents. The derailment was caused by a hotbox on a foreign car. Last year we had six hotboxes on IC cars, but 23 on foreign cars. We get 4 million miles per hotbox on the IC, while the industry average is a little more than a million.

"Interdependence is why I disagree. A real danger to the industry is the kind of fragmentation which does not

(Continued on page 42)



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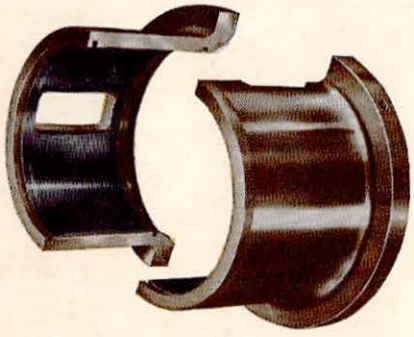

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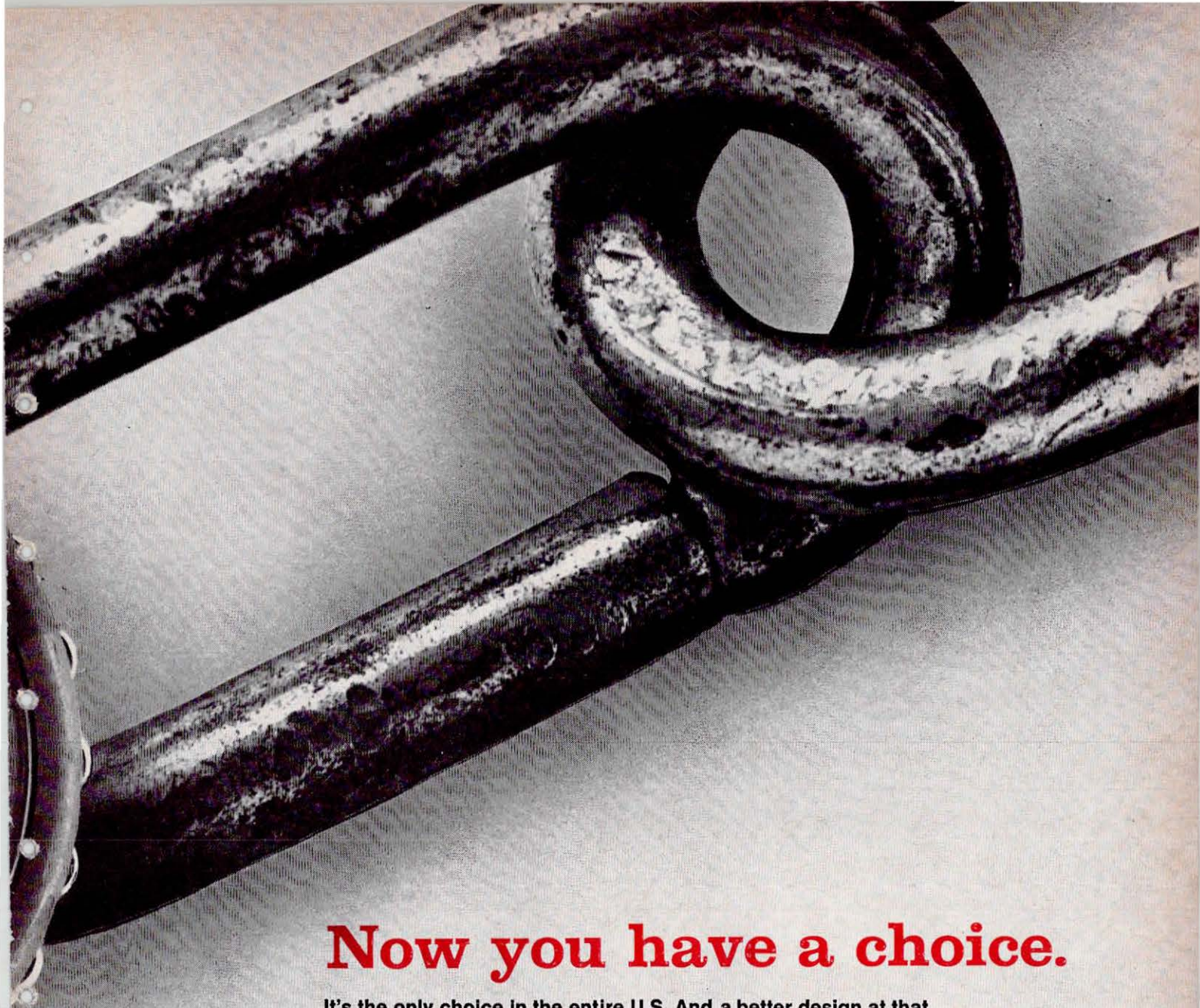

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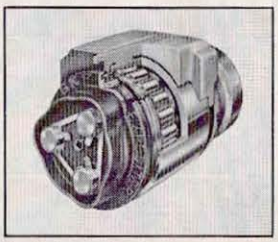

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WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

SENATE GETS BARGE DEREGULATOR—Barge operators on the inland waterways have lost a deregulation case in the courts, but they could win it in Congress. The loss came when the United States Supreme Court upheld an ICC ruling on the Interstate Commerce Act's so-called bulk-commodity exemption. The ruling holds the exemption lost when bargeloads of bulk commodities are added to a tow under circumstances which result in mixing the bulk commodities with non-bulk shipments, or in increasing the number of bulk commodities in the tow to more than three.

Seemingly, the setback had been anticipated by the water carrier industry. Before the Supreme Court acted, the industry persuaded the chairman of the Senate Commerce Committee—Senator Warren G. Magnuson (D.-Wash.)—to propose legislation that would amend the exemption to afford the additional deregulation refused by the Commission and the courts.

RELIEF BILL PRECEDED COURT ORDER—The Supreme Court's ruling came March 20. The bill which would thwart it was introduced in the Senate on March 16 by Magnuson for himself and Senator Vance Hartke (D.-Ind.). It is S.1314. Magnuson plugged for it in the Congressional Record with a statement which included water-carrier industry letters requesting the proposed legislation. The letters came from J. W. Hershey and Braxton B. Carr, spokesmen, respectively, for the Common Carrier Conference of Domestic Water Carriers and American Waterways Operators, Inc.

The bulk-commodity exemption is in the Act's Section 303(b). It stipulates that the Act's water-carrier regulatory provisions shall not apply to the transportation of commodities in bulk—provided no more than three such commodities are carried in the same "vessel," and provided that the commodities carried were customarily transported in bulk as of June 1, 1939. The Magnuson-Hartke bill would eliminate this cut-off date and strike out a sentence which says two or more vessels navigated as a unit shall be considered a single vessel.

NOT A NEW ICC IDEA—The latter has been the basis of several Commission determinations to the effect that bulk commodities on barges in tows cannot remain free of regulation unless the assembly contains no more than three bulk commodities and no non-bulk shipments. The present case, decided there in 1960, was docketed at the Commission as No. W-C-5. It involved a question as to the regulatory situation when a barge line carries exempt bulk commodities to a point from which it employs a tower to haul its barges to their destinations. The question also assumed that the contract tower moved the barges in tows which also provided regulated transportation for non-bulk commodities.

The sustained ICC ruling is that bulk commodities moving on barges handled that way would lose their exemption. Its pleadings to the Supreme Court noted that the Commission had been making like determinations ever since water carriers were brought under regulation in 1940. It was also noted that these carriers have often asked Congress to change the no-mixing rule—but Congress "has never seen fit to overrule the Commission's long-standing interpretation of Section 303(b)." A follow-through here suggested that this Congressional reaction may be viewed as acquiescence in what the Commission has done.

DEREGULATION FOR PROGRESS?—Senator Magnuson's statement to the Senate pointed up water-carrier claims that the Commission and court rulings are barriers to progress. His bill would "update" the exemption provision and thus ease the way for more reciprocal towing—"the most promising avenue of future technological progress in inland waterway transportation," the Senator said. The railroads, of course, also have deregulation proposals which could qualify as promoters of technological progress. So they might get a precedent, at least, if their competitors sell some deregulation on that basis.

(Continued from page 38)

allow adoption of innovation in coordinated fashion. Only strong mergers will give us maximum opportunity to adopt new technology. Repair policies, maintenance programs, station consolidations, central billing systems, equipment utilization programs — especially equipment dedicated to one-way service —and other aspects of rail operations need to be uniform and universal for maximum service to patrons and for best performance by the industry."

Johnson said investment requirement for railroads in time ahead will mount to $3 billion per year, a figure not likely to be generated by the industry without sound mergers. "Railroads need to have more than the 4% they're earning," said IC's president. "We need to pool resources, management talent and other resources to move toward super railroads."

For Illinois Central, Johnson envisions merger that will strengthen the road as a north-south carrier.

● **New traffic targets?** John R. Meyer, professor of economics at Harvard, gave a fascinating analysis of transportation trends at the Transportation Center conference.

He said trends toward urbanization and regionalization will mean that freight tonnage will grow only about 9% as fast as the gross national product. "Miniaturization—the substitution of lighter metals and smaller models—is a trend that will also minimize transport requirements in the future." Meyer sees little increased demand for coal ahead. He expects that basic tonnages of coal and other mine materials will be fairly stable over the next ten or 15 years—"if the railroads and coal producers work at it."

Shorter freight hauls are ahead because of the trends toward urbanization and regionalization, but Meyer feels that truck betterments via technology and better highways will be offset by the development of containerization, which will set off counter trends toward longer hauls. "I see no shifts in modal choices ahead. Present trends will continue," noted the economist. "Railroads are showing as much innovation in marketing, technology and management as truckers used to. Railroads now have the momentum and the edge."

Containers and piggyback, said Meyer, encourage rail substitution for trucking. "If such service is improved, it could have a dramatic effect. Recognition by railroads of the fact that piggyback and containers involve a basic reorganization of their business—trains, yards, terminals, pricing — is needed for full exploitation of the techniques." ■

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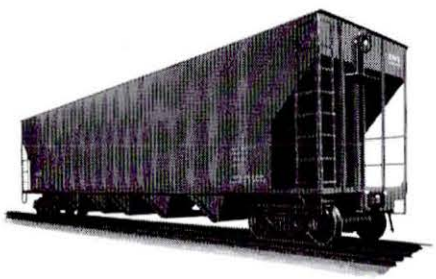

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LUTHER MILLER

AS THE EDITOR SEES IT...

CREEPING WHAT?—Government is getting more and more involved in the people-moving business. Just leaf through this issue of Railway Age. On page 30, two railroad presidents put it pretty bluntly: Either government lends a hand, or the long-haul passenger train may be going 'round the bend for the last time. On page 21, New York's Bill Ronan talks about gathering commuter railroads, subways and highways into a single tent with control vested, ultimately, in the legislature and the executive mansion. The State of New Jersey and the City of Philadelphia have been subsidizing commuter railroads, in one way or another, for years. Meanwhile, the federal government is pouring a few million dollars into the Northeast Corridor high-speed train experiment.

All of which is bound to raise hoarse cries, here and there, of "creeping socialism." That is hardly, we submit, the appropriate term.

SANITY, MAYBE—Those who fear that a few government dollars invested in railroad transportation will poison the whole pie for free enterprise had better examine the record. The tax money flowing into the pockets of the railroads' competitors makes government's present flirtation with our own industry look like a summertime romance.

Airline operators, for example, are about as entrepreneurial as anybody we can think of, presently enjoying a rate of return of better than 10% on their "investment." This is because it really isn't their investment at all. The AAR's latest survey shows that in 1967 alone government will invest $984 million in the federal airways system and in aircraft development; $86 million in airports; and $68 million in cash subsidies.

Meanwhile, truck and bus operators will reap the benefits of $4.3 billion that will be invested this year in highways. A mere $418 million will be floated down the river for the barge operators.

Did we say government has begun to flirt with the railroads? It really amounts to little more than a passing wink.

Railroads neither want nor need (in contrast to their competitors) government assistance in bringing home the bacon. They can still earn their way, and more, by providing those services for which there is a demonstrable demand.

What we're now beginning to see—and it's only a beginning—is recognition of the fact, incontrovertible in any genuine free-enterprise society, that private business cannot afford to subsidize what are essentially social services.

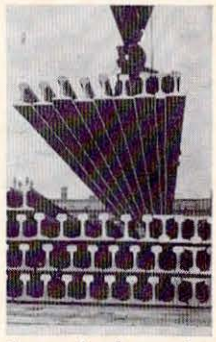
This is what we would call, if anything, creeping sanity—and it's crept far too slowly so far.

BEGGING THE QUESTION—In the transit business you have to find out where people want to go before you even begin to think about how to get them there. A lot of people-counters collect considerable sums of money trying to answer Question No. 1. Now, a Pittsburgh correspondent (who prefers anonymity because he really doesn't want to go into the consulting business) offers a short-cut which we are pleased to pass along. He writes:

"I have come across a foolproof method of determining which downtown streets are most heavily traveled. The true business/shopping thoroughfares in any city can be accurately measured by application of what I call the 'Beggar Count.' Over the years, the give-and-take of economic interchange has immutably established the relative importance of thoroughfares of commerce for indigent alms-seekers (or, in plain, non-consultant English, the beggars go where the people are). Hence, one need only count the beggars on various streets to determine their relative traffic density. It sure beats the one-shot survey by teams of graduate students, doesn't it?"

It sure does.

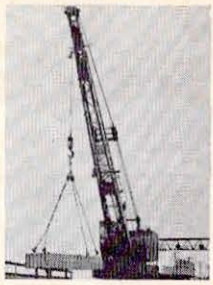
teamwork with railroads to produce firsts: CF&I Service in Steel



Over the years CF&I has worked with Western railroads to develop new standard rail sections (136, 119, and 106 lb.) and fittings, basic oxygen steel and high silicon (Hi-Si®) rail. These new sections have been designed to incorporate additional stiffness and strength in rail to meet the demand of ever increasing speeds and heavier freight loads. Hi-Si steel was specifically engineered to reduce metal flow and rail head abrasion resulting from excessive wheel loads on curves and grades, and to retard gauge corner shelling—all important innovations devoted to the expanding railroad industry.

First and only manufacturer rolling wide flange beams West of the Mississippi, CF&I supplies other hot rolled carbon steel products, including I and H beams, channels, angles, bars, UM plate, and reinforcing bars.

CF&I-Roebling cooperates with fabricators and railroads to help them make durable, economical prestressed concrete ties and bridges. As a pioneer in the manufacture and use of prestressing wire and strand, CF&I-Roebling has engineers available to help design any type of prestressed concrete structure.



CF&I-Wickwire® Double Gray®-X is the wire rope that will last longer than any other manufacturer's rope or an adjustment to our improved plow steel rope price will be made. Each wire has a special coating of molybdenum disulphide for minimum internal friction and extra bending strength. That's why Double Gray-X lasts longer on tough jobs in railroad shops, yards, and on the right-of-way.

Other CF&I Products to keep pace with railroad growth: Barbed Wire • Woven Wire Fence • Fence Posts • Fence Stays • Nails and Staples • High and Low Carbon — Round and Flat Wire • Cold Rolled Steel • Welded Wire Fabric • Slings • Tubing • Cutting Edges • Galvanized Steel Strand • Made in America by CF&I Steel Corporation. Sales offices in key cities.

D-425-P-REV.

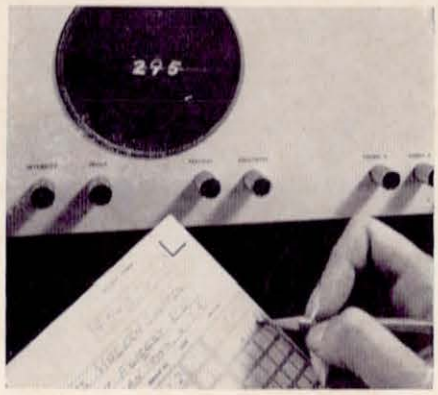
CF&I STEEL

Circle 18 on reader service card

NEW **PRODUCTS** REPORT

Transmission Measuring (RA-1)

A compact instrument for testing and measuring audio components and sound systems is designed to accurately measure gain, loss, frequency response and signal levels of individual audio devices or complete installations. It consists of two separate systems—one for signal source at a definite dBm level and one for signal output. Frequency response is ± 2dB, 10Hz to 20 kHz and the input impedance is 600 ohms from the oscillator. *Altec Lansing Corp.*



Computer Reader (RA-2)

Exact images of handwritten numbers can be created on a TV-like scope and a new machine will read them directly into computers. A small "flying spot" of light traces the shape of a handwritten number. The numerical value is defined and transmitted directly to the system by the optical reader. The device will also read five alphabetic characters which can be used as information coding symbols. *International Business Machines Corp.*

Control Consoles (RA-3)

A new series of communications center consoles of standard design offers control of up to eight radio channels and data card handling facilities. Provisions for multi-channel transmission are included. Dispatchers can mute individual, or all, speakers. Features include supervisory control, intercom, footswitch operation and a 50-page flip card panel. Control facilities are plug-in modules which can be added as needed. *Motorola, Inc.*

Telephone Data Sets (RA-4)

Data sets for transmitting information from computers and business machines over telephone lines are capable of operating at different speeds. The sets convert information into signals which can be transmitted at voice-band frequencies over line. At the receiving end another set reconverts the signals into a form which can be interpreted by computers. Operating speeds range up to 2,400 bits per sec. *General Telephone & Electronics.*

RAILWAY AGE
THE TRANSPORTATION WEEKLY

30 Church Street, N.Y., N.Y. 10007 READERS' SERVICE (Att. George Johnson)

PLEASE SEND ADDITIONAL INFORMATION ABOUT PRODUCTS IN ADVERTISEMENTS NUMBERED: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26

PLEASE SEND INFORMATION ABOUT PRODUCTS DESCRIBED ON PAGE 46 MARKED RA-1 RA-2 RA-3 RA-4 NL-1 NL-2 NL-3 NL-4 NL-5

NAME ..... TITLE.....

COMPANY .....

ADDRESS .....

CITY ..... STATE..... ZIP.....

4/3/67

☐ **Please send information about subscribing to Railway Age**

New Literature

NICKEL STAINLESS STEEL FOR TRANSIT. This illustrated, 12-page booklet from International Nickel Co. discusses present-day and proposed developments in mass transit programs. Special advantages offered by nickel stainless steel for transit equipment are outlined. (NL-1)

AIRSLIDE CAR BREATHER. Fuller Co., subsidiary of General American Transportation Corp., has issued a bulletin on its special design breather for Airslide railroad cars. The breather is used during loading or unloading operations where highly sanitary or contamination-free conditions are imperative. (NL-2)

COIL STEEL CAR. Illustrates and describes Evans Products Co.'s Transportation Equipment Group's DF-C integral cover coil steel car. The car is said to be the first one built from the rails up especially for transporting coiled metals. (NL-3)

RAILROAD PINS. A new 6-page booklet on Ex-Cell-O Corp.'s F series railroad pins. A complete listing of sizes is included. (NL-4)

INFLATABLE DUNNAGE. A 4-page guide to inflatable cargo dunnage has been prepared by the engineered systems department of United States Rubber Co. It explains some advantages of inflatable dunnage over conventional methods of bracing, strapping and bolting to secure cargo. (NL-5)

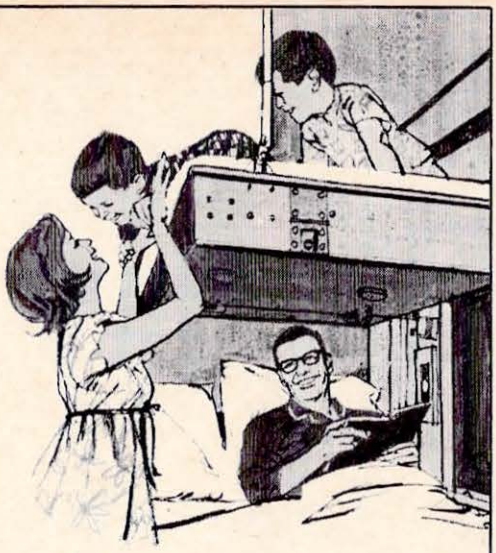
America's Commuters Ride On Transit-Flor

More and more transit cars are being equipped with Transit-Flor rubber floor covering. Leaders of the rapid transit industry are relying on rubber Transit-Flor for the ultimate in passenger safety, as well as durability and eye appeal. For your new car or replacement needs, consult the leader in transit floor coverings—designed to do the job best for least.

R

THE R. C. A. RUBBER COMPANY
An Ohio Corporation of Akron, Ohio
1833 E. Market St., Akron, Ohio 44305

Circle 19 on reader service card



People say, "It's fun to go Seaboard!"

A sentiment we heartily agree with and encourage...

—with modern Silver Streamliners—the Silver Star and Silver Meteor to Florida; the Silver Comet to Atlanta-Birmingham . . .

—with friendly service by cheerful train personnel (children love our Registered Nurses and vice-versa); clean, attractive Pullman and Coach equipment, ample lounge facilities . . . traditionally fine dining car meals served in a pleasant atmosphere.

In other words, we *like* passengers.
It's fun to have them aboard.

Seaboard
RAILROAD

THE ROUTE OF COURTEOUS SERVICE

Circle 20 on reader service card

This advertisement is neither an offer to sell nor a solicitation of offers to buy any of these securities. The offering is made only by the Prospectus.

NEW ISSUE March 17, 1967

$60,000,000

Pullman Incorporated

5⅞% Debentures Due 1997

Price 98.75%

plus accrued interest from March 15, 1967

Copies of the Prospectus may be obtained from any of the several underwriters, including the undersigned, only in States in which such underwriters are qualified to act as dealers in securities and in which the Prospectus may legally be distributed.

The First Boston Corporation

Blyth & Co., Inc. — Glore Forgan, Wm. R. Staats Inc.

Goldman, Sachs & Co. — Halsey, Stuart & Co. Inc.

Hornblower & Weeks-Hemphill, Noyes — Kidder, Peabody & Co. Incorporated

Lehman Brothers — Merrill Lynch, Pierce, Fenner & Smith Incorporated

Paine, Webber, Jackson & Curtis — Salomon Brothers & Hutzler

Smith, Barney & Co. Incorporated — White, Weld & Co. — Dean Witter & Co.

Circle 22 on reader service card

Robert W. Downing
GN

Frank A. Fieser
WP

PEOPLE

GREAT NORTHERN.—Robert W. Downing, a vice president in the executive department, elected executive vice president.

MISSOURI PACIFIC-TEXAS & PACIFIC.—J. R. Torbett, general agent, Stockton, Calif., retires Mar. 31 after nearly 49 years of service. **R. M. West, Jr.,** assistant trainmaster, Memphis, Tenn., advanced to trainmaster, St. Louis, to replace **J. R. Hinton.** Mr. Hinton becomes trainmaster, Alexandria, La., succeeding **R. B. Schoultz,** transferred.

NEW YORK CENTRAL.—L. N. Catone appointed supervisor of stations, New York District, at New York.

PENNSYLVANIA.—Harry V. Noon, district sales manager—supervisory agent, Wilkes-Barre, Pa., named district sales manager, Erie, Pa., succeeding **Leon V. B. Hantke,** who will devote full time to the position of freight agent.

Howard M. Emery named resident engineer in charge of constructing the PRR's $7.5 million coal handling facility at Ashtabula, Ohio. Mr. Emery will supervise all details of demolition of existing coal and ore dock facilities.

SOO LINE.—Bertel E. Pearson, assistant to vice president, advanced to the newly created position of project manager, automated yards. **Kent P. Shoemaker,** director, industrial engineering, named assistant to senior vice president. **Lloyd L. Wasnick,** industrial engineer, replaces Mr. Shoemaker. The three men will have headquarters at Minneapolis.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY.—James P. Gleason, first vice chairman, announced appointment of **Jackson Graham** as general manager. Major General Graham retired from active duty with the U.S. Army on March 1. He was director of civil works for the Corps of Engineers from 1963 to 1966.

WESTERN PACIFIC.—Frank A. Fieser, manager of accounting, named controller.

OBITUARY

P. C. Alford, 83, retired general freight agent, **Clinchfield,** died March 22 in a Johnson City, Tenn. hospital following a lengthy illness.

S. Ralph Mason, coal traffic manager, **Western Maryland,** Baltimore, Md., died of a heart attack March 11.

MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended Mar. 25 totaled 529,602 cars, the Association of American Railroads announced on Mar. 30. This was a decrease of 7,360 cars, or 1.4%, compared with the previous week; a decrease of 41,493 cars, or 7.3%, compared with the corresponding week last year; and a decrease of 4,963 cars, or 0.9%, compared with the equivalent 1965 week. Ton-miles generated by carloadings in the week ended Mar. 25 are estimated at 13.6 billion, a decrease of 6.4% below the corresponding week of 1966, and 8% below the 1965 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Mar. 25

District	1967	1966	1965
Eastern, including Allegheny and Pocahontas ..	204,796	232,339	226,860
Southern	119,600	121,623	108,168
Total Eastern and Southern Districts	324,396	353,962	335,028
Northwestern .	59,891	60,892	57,230
Central Western	105,327	113,243	105,127
Southwestern .	39,988	42,998	37,180
Total Western Districts	205,206	217,133	199,537
Total All Roads	529,602	571,095	534,565
Commodities:			
Grain and Grain products	29,210	52,753	48,701
Livestock	1,426	1,495	1,823
Coal	109,560	111,661	97,351
Coke	7,057	8,859	8,785
Forest Products .	40,970	40,643	36,453
Ore	18,561	22,213	21,839
Merchandise l.c.l.	5,140	6,545	9,991
Miscellaneous .	297,678	326,926	309,622
Mar. 25	529,602	571,095	534,565
Mar. 18	536,962	572,671	543,576
Mar. 11	521,632	557,600	548,736
Mar. 4	533,870	544,836	531,658
Feb. 25	504,271	536,003	504,789
Cumulative total, 12 weeks	6,225,049	6,444,602	6,320,583
Estimated revenue ton miles (billions) 12 weeks ..	162.1	164.1	149.8

PIGGYBACK CARLOADINGS.—U.S. piggyback loadings for the week ended Mar. 18 totaled 24,176 cars, carrying 40,173 trailers, compared with 22,340 cars, carrying 37,311 trailers, in the corresponding 1966 week. Loadings for 1967 up to Mar. 18 totaled 243,519 cars, carrying 398,719 compared with 227,662 cars, carrying 375,292 trailers, in the corresponding period of 1966.

IN CANADA—Carloadings for the seven-day period ended March 7 totaled 71,639 cars, compared with 69,547 for the previous seven-day period, according to the Dominion Bureau of Statistics.

Totals for Canada	Revenue Cars Loaded	Total Cars Rec'd from Connections
March 7, 1967	71,639	25,632
March 7, 1966	76,536	26,836
Cumulative Totals		
March 7, 1967	650,773	231,284
March 7, 1966	674,047	235,918

FREIGHT TRAIN CARS

► *Sinclair-Koppers.*—Ordered 22 Center Flow dry bulk commodities cars from Shippers' Car Line division of ACF, at a cost of $400,000, for May delivery. The 55-ft cars, the largest production-type covered hopper cars, have a capacity of 5,250 cubic feet. They will be equipped with eight 20-inch round hatches and four pneumatic unloading outlets. The cars will be used to transport polyethylene plastic pellets.

PIGGYBACK

► *Trailer Train.*—Placed orders for an additional 773 cars. ACF will supply 185 89-ft standard-level cars; Bethlehem Steel, 341 80-ft standard-levels; Pullman-Standard, 187 89-ft standard-levels and 60 60-ft flats. The new order brings Trailer Train purchases of new cars since Jan. 1 to 1,910. On March 21 TTX had 39,896 cars in service and on order.

ORDERS AND DELIVERIES

► *Car Orders Decrease.*—A total of 3,420 new freight cars was ordered in February, compared with 12,661 ordered in February 1966. Delieveries of new freight cars totaled 8,101 in February, compared with 7,217 in January and 6,247 in February 1966. Backlog of new cars on order and undelivered on March 1 included 35,293 to be built by car builders, 10,904 in railroad shops for a total of 46,197, compared with 51,450 on February 1. The number of cars scheduled for rebuilding on March 1 totaled 9,828, compared with 10,675 on February 1.

NEW FACILITIES

► *Delaware River Port Authority.*—The Compression Rail Anchor manufactured by the Rails Company will be used on the 13-mile rapid transit extension between Philadelphia-Camden and Lindenwold, N.J. The $73-million line will be in operation in 1968.

CAR OWNERSHIP

► *Serviceable cars increase.*—Revenue freight cars in serviceable condition owned by Class I railroads on March 1 totaled 1,420,684, compared with 1,400,754 on March 1, 1966, according to most recent AAR Car Service Division report. Estimated total ownership of all railroad- and privately-owned revenue freight cars on March 1 was 1,827,254 (average capacity: 61.42 tons), compared with 1,796,693 (average capacity: 59.78 tons), on March 1, 1966.

ESTIMATED OWNERSHIP—ALL REVENUE FREIGHT CARS

(March 1, 1967 vs. March 1, 1966)

		Box	Covered Hopper	Gondola	Hopper	Flat	Refrig.	All Others	Total
Class I	1967	580,758	107,877	206,602	428,075	65,888	49,445	59,004	1,497,649
	1966	580,068	93,979	213,528	427,058	61,844	44,834	59,138	1,480,449
RRO&C Refrig.*	1967	0	0	0	0	0	53,492	0	53,492
	1966	0	0	0	0	0	55,507	0	55,507
Private	1967	1,877	24,366	1,084	1,543	35,512	15,413	169,471	249,266
	1966	1,800	17,559	720	1,149	29,832	12,362	166,564	229,986
Class II & S&T †	1967	9,072	788	5,561	9,003	755	441	1,227	26,847
	1966	10,017	858	6,270	11,387	856	274	1,089	30,751
GRAND TOTAL	1967	591,707	133,031	213,247	438,621	102,155	118,791	229,702	1,827,254
	1966	591,885	112,396	220,518	439,594	92,532	112,977	226,791	1,796,693

*Railroad owned and controlled refrigerator car lines.
†Class II railroads and switching and terminal companies.

YOU OUGHT TO KNOW

New system, new space: Chicago & North Western's new systems and information services department will be all new, even to the space it occupies. C&NW has executed a long-term lease for an entire floor (about 34,000 square feet) in a building still under construction in the C&NW-Chicago Union Station area. The department will be responsible "for innovating, designing and installing new applications of computer technology to all areas of operations." And it will have its human-oriented side. Says North Western: The new facilities "will stress individual privacy, with a minimum amount of open office area."

"Willing People" on the WP: Television sets are being given as prizes to Western Pacific employees whose names are drawn in an employee relations contest the road started last week. WP has distributed two-sided lapel pins that read "WP is Willing People," on one side, and "I am Willing" on the other. Thirty traffic executives representing firms in various parts of the nation drew the employees names. To be eligible as winners, employees have to be wearing WP pins. WP President M.M. Christy said the program for employees "is one way of showing our appreciation for their willingness to do their utmost for customers."

What the riders think: Grand Trunk Western may not have the biggest commuter operation in the country—but GTW still wants it to be one of the best. To that end, the road recently surveyed its twice-a-day riders for suggestions on service improvement—and the riders responded, with about 90% of the questionnaires filled out and returned. Among the suggestions: Schedule an after-6 p.m. outbound train; promote the service to a greater extent; add certain conveniences, such as a club car. GTW operates five trains a day between Detroit and Pontiac, with a total passenger load of about 2,000 per day.

RRB goes 360/50: Few insurance companies have the volume of benefit payments that the Railroad Retirement Board has—and to better handle the operation, RRB has now installed IBM's System 360/50 at its Chicago headquarters. The new system will be used in maintenance of Medicare records as well as in keeping track of payments made to about one million retirement and survivor beneficiaries and a quarter of a million unemployment and sickness insurance claimants.

WELCO firms up BART bid: Award of the $26.2 million automatic train control contract for Bay Area Rapid Transit system is now confirmed. Four weeks ago, (RA, March 6, p.7), the BART management announced that Westinghouse Electric was low bidder on the ATC contract. Technical reports from the joint-venture engineering consultants indicate that all competing systems (there were five) satisfied design criteria.

Meeting the boss via TV: Most of Canadian National's 92,000 employees recently got a chance to meet CN President Norman J. MacMillan through a closed circuit video tape recording. MacMillan was interviewed by editors of CN's "Reporter" magazine, and the video tapes were played back to employees at 12 locations in Canada and the U.S. The interview was shown on film in areas where the Ampex videotape facilities were not available.

Dismantling a Hawaiian railroad: Dynamite and the wrecker's hammer are putting an end to the 87-year-old Kahului Railroad Co. on the island of Maui in Hawaii. Midwest Steel Corp. of Charleston, W. Va., was the high bidder for the physical assets of the line, which include 28 miles of track, six diesel locomotives, two steel trestles and three wooden bridges, plus cars and rail and shop equipment. Midwest has already dynamited two high steel bridges, and plans to dismantle two trestles this month—one 235 feet high and the other 130 feet high.

Truck tonnage: Intercity truck tonnage in the week ended March 18 was 1% below the previous week and 3.8% below the volume in the corresponding week of 1966, according to American Trucking Associations.

Current statistics

Net Income	
12 mos., 1966	$902,000,000
12 mos., 1965	815,000,000
Carloadings, revenue freight	
12 wks., 1967	6,225,049
12 wks., 1966	6,444,602
Freight cars on order	
Mar. 1, 1967	46,197
Mar. 1, 1966	51,760
Freight cars delivered	
2 mos., 1967	15,318
2 mos., 1966	13,971
Serviceable cars	
Mar. 1, 1967	1,420,684
Mar. 1, 1966	1,400,754

Benton H. Elliott
GE

James A. Miller
Budd

SUPPLY TRADE

Benton H. Elliott has been appointed to the newly created position of manager of transport systems sales, Transportation Systems Division, **General Electric Co.**, Erie, Pa. Col. Elliott will plan and direct company marketing activities for the new GE Aerial Transport System, which is based on the conceptual design of the French-developed SAFEGE suspended transport system. Prior to joining GE, Mr. Elliott was general manager, Monorail Division, American Machine & Foundry Co.

James A. Miller, corporate vice president—engineering, **The Budd Co.**, Philadelphia, has been appointed vice president and general manager of the Railway Division. **William L. Sheppard** has been appointed to the newly created position of vice president—operations of the division. **Frederick P. Pro,** formerly on special assignment to the corporate staff, has been appointed vice president—special products marketing, Railway Division, a newly created post. **Norman W. Fesmire,** manager of engineering, has been appointed vice president—engineering, Railway Division.

Robert H. Beetle has been appointed vice president—engineering, Railroad Products Division, **Abex Corp.**, New York, succeeding **Eads Johnson, Jr.**, who has been named director of corporate affairs of Abex. Mr. Beetle has been serving as director of international and new products, Railroad Products Division, and will continue to supervise those activities.

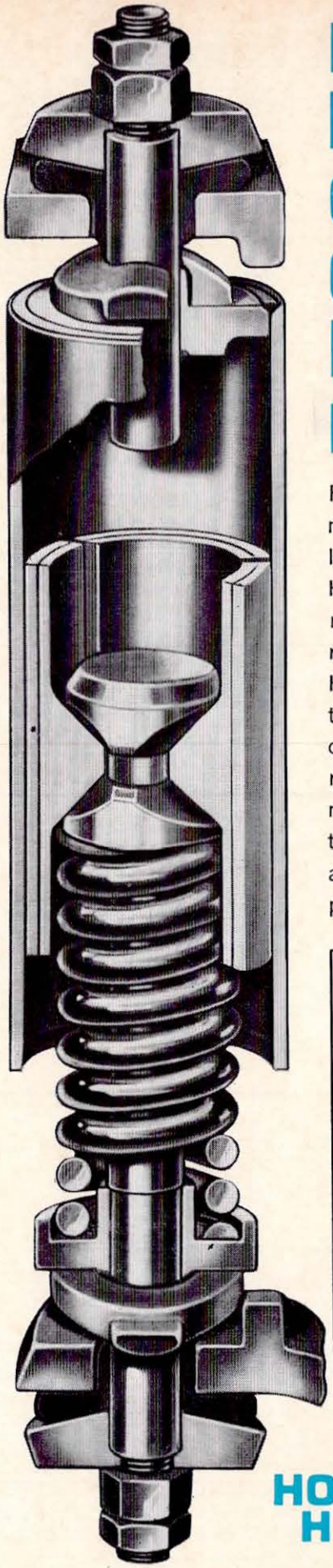
Walter H. Staats has been promoted to vice president—manufacturing, **Westinghouse Air Brake Division, Westinghouse Air Brake Co.**, Wilmerding, Pa.

L. H. McClory, representative—COBRA shoe marketing, Wilmerding, has been appointed district representative—COBRA shoes, Western District, Chicago. **J. P. McCann,** sales engineer, has been appointed representative, Eastern District, Philadelphia, Pa.

Frank H. Hanfelder has been named sales representative, **Hyman-Michaels Co.** He was formerly director of purchases, **American Steel Foundries. Moshe Hass,** formerly resident manager, **Zim Israel Navigation Co.**, has been appointed foreign traffic manager, Hyman-Michaels.

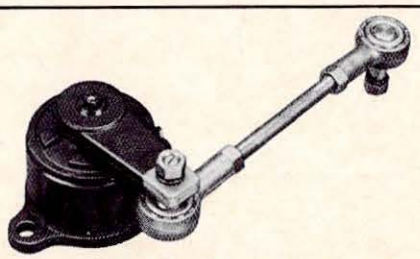
OBITUARY

Percy S. Gough, general manager, Crosby-Laughlin Division, **American Hoist & Derrick Co.** St. Paul, Minn., died March 18 in Fort Wayne, Ind., after a lengthy illness. Mr. Gough was marketing director from 1961 to 1965.



rely on rugged Houdaille ride controls for dependability, long life, low maintenance

For damping lateral, vertical or rotational motion in main-line passenger, special lading or rapid transit car service, Houdaille Ride Controls offer unexcelled reliability . . . proven in 40 years of railroad usage. Simple, trouble-free Houdaille Friction Snubbers insure extended service life under the most severe operating conditions. Vibration control results from frictional resistance of segmented "brake shoes" moving against the inside of a barrel-shaped housing . . . an economical design that is self-compensating for service wear.



Rugged, self-contained Houdaille Hydraulic Rotaries have no exposed working parts, provide external valve adjustment to suit individual conditions or for service wear. External access to fluid reserve permits periodic check of fluid level. The self-lubricating shock absorber is equipped with a dynamic shaft seal that prevents external leakage . . . adjusts itself in service.

For the tough ride control assignments, consult Houdaille. Write for Catalogs RSA-765 and FS-165.

HOUDAILLE HYDRAULICS
division of
HOUDAILLE INDUSTRIES INC
536 E. Delavan Avenue
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Circle 20 on reader service card

Hi-Level ride on two famous Santa Fe trains!

All Hi-Level El Capitan

You ride high, quiet and handsome in all cars on this famous Chicago-Los Angeles streamliner that includes Hi-Level lounge and diner along with Hi-Level reserved seat chair cars.

San Francisco Chief

Hi-Level reserved seat chair cars on this popular train offer greater comfort to coach passengers between Chicago and San Francisco. Complete selection of Pullman accommodations, and Big Dome Lounge Car.

For reservations, contact any Santa Fe traffic office or see your Travel Agent

$1 billion worth of action

(Continued from page 24)

year, with the state reimbursing local communities for some 50% of their revenues lost thereby. Then a year later he successfully advocated making commuter railroads virtually tax exempt on real properties devoted to passenger service with that exemption conditioned on maintenance of commuter services. The Governor sponsored the commuter car program whereby the State of New York put up a guarantee of $100 million, and both the Long Island and New York Central took advantage of this program. And, of course, the purchase of the Long Island.

Q. How did the State come to take over the Long Island?

A. The Long Island had a very dismal outlook a couple of years ago, because as the redevelopment corporation period was coming to a close the Pennsylvania indicated it had no interest in putting any money into it. It looked as though we might go once again into the cycle of no capital investment, resultant deteriorating service, and so on. So Governor Rockefeller recommended purchase of the LIRR by the state.

Q. But the state does not run its day-to-day operations?

A. It's a wholly owned railroad corporation that operates basically as it did before under the administration of its president and his associates. But the policies are determined by the board of directors who are the members of the MCTA.

Q. Through its ownership of the LIRR, the State has been in the railroad business for about one year. What do you think of the arrangement, now?

A. I believe that people think the state did the right thing. The whole cost of buying this railroad with its 320 miles of right of way, its equipment, the going management and a skilled work force was $65 million. This sum wouldn't have built two miles of the Cross-Bronx Expressway. We think we got a pretty good deal—because it means 160,000 people ride the railroad every day and the cost of alternate highways—26 lanes of expressway plus new tunnels—would be over a billion and a half dollars and there would be no place to park the cars. When our modernization program is in full swing this investment will pay off many times over in economic growth and development of New York City and all of Long Island. ■

Freight and Passenger Car Charts

These charts are very helpful to AAR billing clerks, mechanical engineers, purchasing and stores personnel, car inspectors, write-up men, car foremen, and anyone else who needs a knowledge of car parts and their relation to each other.

The charts include a cutaway diagram of the car and a listing of important parts with arrows showing where the part is located. These charts are a part of standard training programs used on a number of major railroads.

$2 each
$10 for any six

If you are not satisfied

YOUR MONEY WILL BE REFUNDED

if you return the charts to us within 30 days

THE RAILWAY EDUCATIONAL BUREAU
1809 CAPITOL AVENUE
OMAHA 2, NEBRASKA

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VIEWPOINT

A star rises in the East

"Transportation revolution" is one of those terms —like "significant breakthrough" and "bright new era"— that have become cheap and meaningless through overuse and misappropriation. But make no mistake about it: What is happening in New York today *is* a revolution. It is a breakthrough of profound significance to transportation men everywhere. And it promises to open the doors to an era so new and so different that it will scarcely be recognizable to yesterday's practitioners of the ancient and troubled art of moving people.

What we are talking about is Governor Rockefeller's massive master plan for coordinating—and to an impressive degree, integrating—the rival (heretofore) transportation systems of one of the world's great population sprawls: metropolitan New York.

When the Rockefeller plan comes to fruition (and there is every reason to believe that it will, if not this year, then the next), a single agency will control policies affecting subways, highways, commuter railroads, bridges, tunnels—even jetports.

What does this mean?

Reading the signs

It means, for one thing, that the Triborough Bridge and Tunnel Authority, which has grown rich on the tribute it exacts from motorists entering and leaving New York, will no longer hoard its profits for the sole purpose of building more bridges and tunnels; surplus revenue will be used to help provide a decent ride on the public subways for the millions of people that existing bridges and tunnels now spew into the city.

It means that the highway people are going to have to defend their $30-million-a-mile urban expressways against what the same money can buy, in terms of mass transport, when it is invested in other ways.

It means that a railroad commuter train may soon ride over city subway tracks. (After all, both tracks measure 4 feet, 8½ inches from rail to rail.)

Importantly, it means that commuter railroads will at last be treated as respectable partners in the civic enterprise of moving workers to and from their jobs—not as stepchildren to be spanked when they incur public displeasure and ignored the rest of the time.

At best, Rockefeller's bold and imaginative plan means that New York's transportation dollar is going to be spent where it will do the most good for the most people.

At the very least, it represents—whatever its imperfections—the biggest step yet taken in this country towards a truly coordinated regional mass transportation system to meet the needs of all of the people in a metropolitan area.

Governor Rockefeller's proposal is outlined in detail in this Annual Passenger-Traffic Issue of Railway Age, in the form of an interview with the man he has chosen to carry it out—Dr. William J. Ronan, chairman of what is now called the Metropolitan Transportation Commuter Authority (eventually to become the Metropolitan Transportation Authority).

The selection of this particular article for this particular issue of Railway Age is in itself an indication of the direction the passenger train has taken in recent years—away from long-haul services that are no longer heavily patronized; and toward the short- and medium-haul mass transportation for which railroads, in this jet age, are so peculiarly well fitted.

What is said here should not be construed as an obituary for the long-haul passenger train.

Is Washington watching?

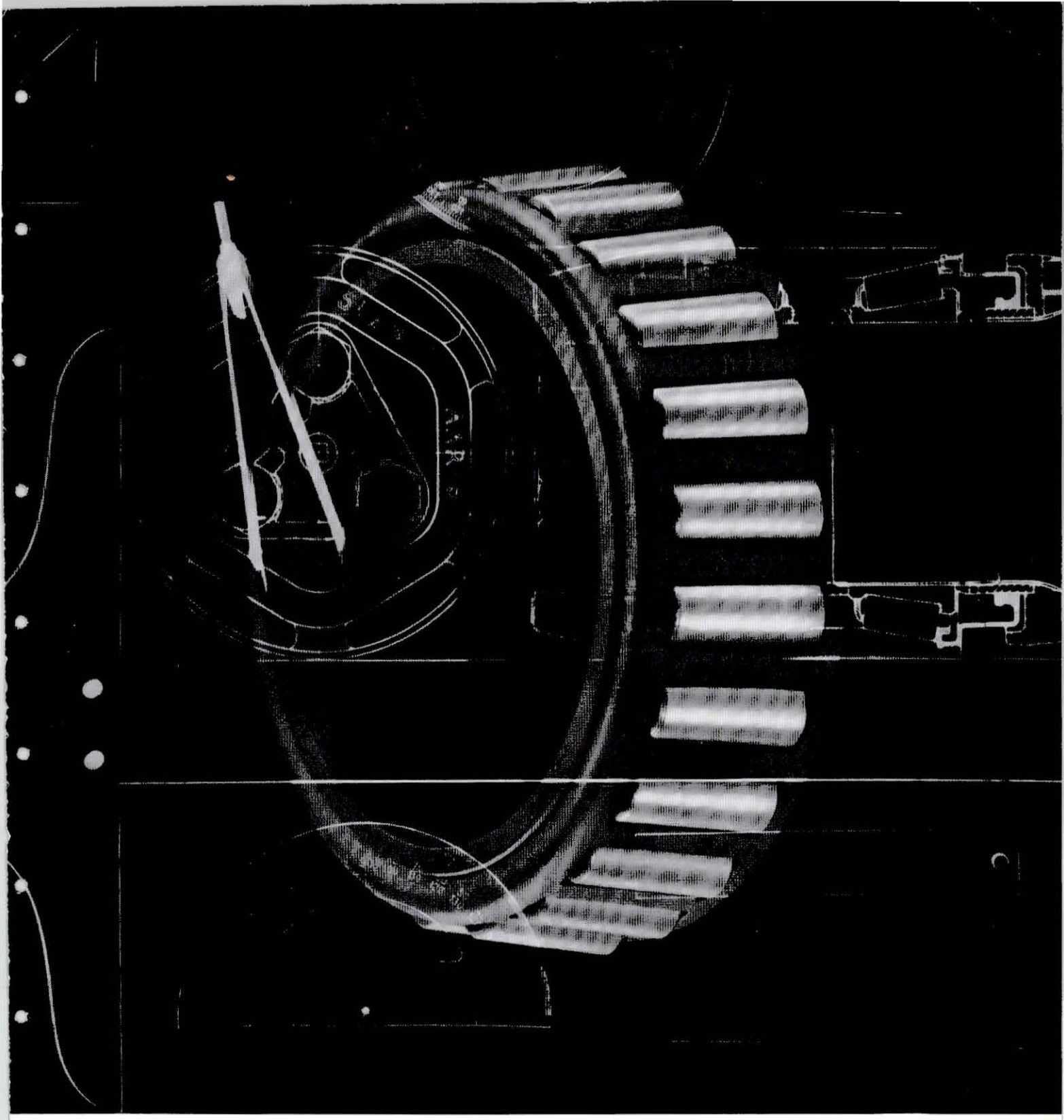
There is a place for inter-city trains in our national transportation network—and if the federal government moves as efficiently to redress transportation imbalances on the national level, as New York shows signs of doing on the state level, that place will be established and secured for years to come.

The fact is, the passenger train has been all but done in by lopsided federal policies that have heavily favored the automobile and the airplane.

The creation of a cabinet-level Department of Transportation in Washington now offers hope that federal policy, in the future, will be shaped with an eye on a truly coordinated national transportation network.

Will the day ever come when Washington takes the same hard look at highways vs rails that the State of New York is now taking?

We expect no overnight miracles. We only hope that the wise men down by the Potomac aren't overlooking that star in the East.



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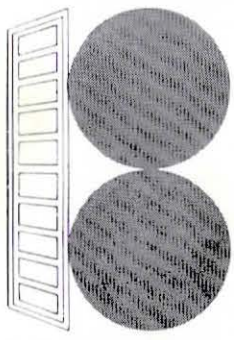

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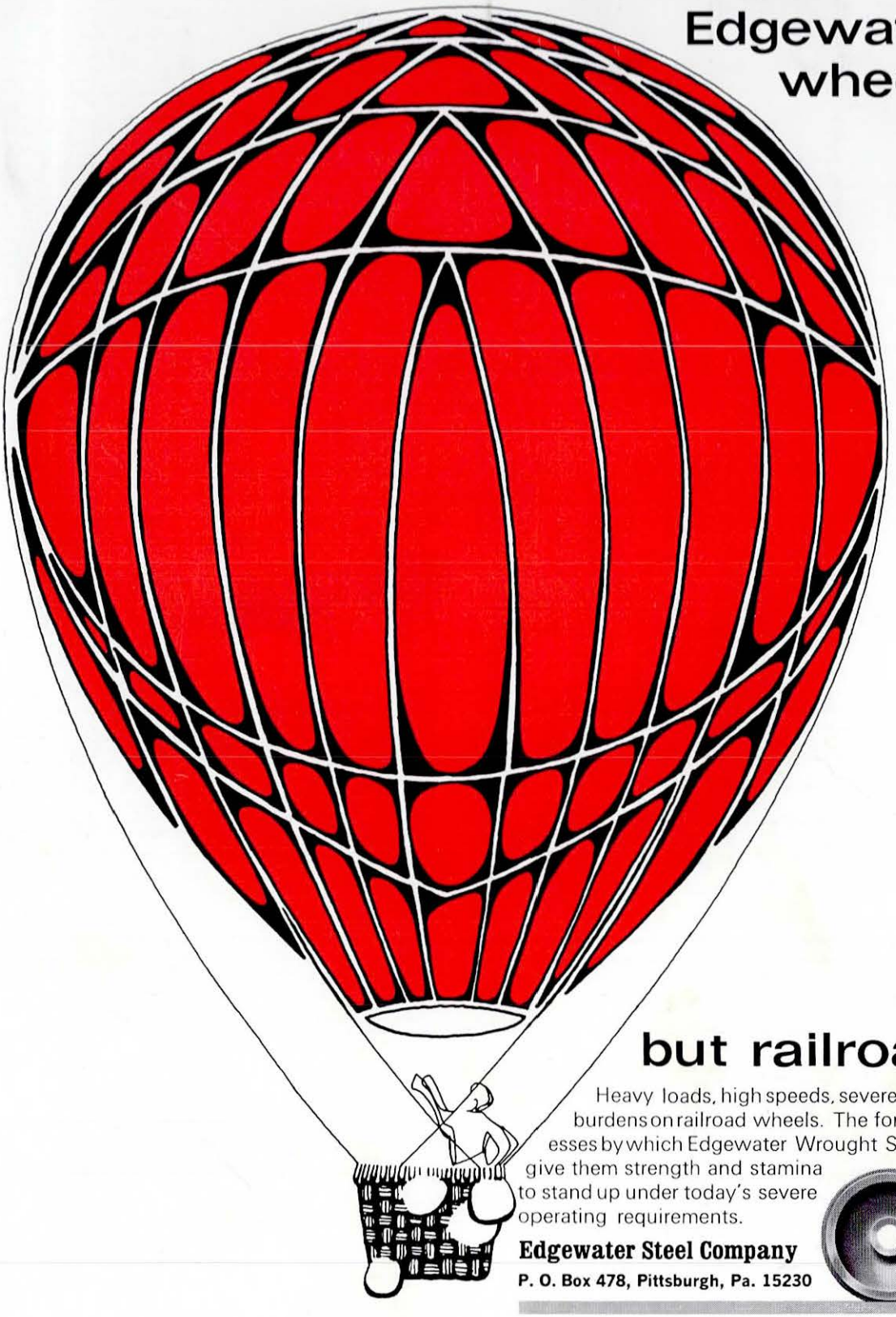

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